





# THE ORIGINAL HAIG WHISKY

## JOHN HAIG & CO., LTD.

### DISTILLERS, MARKINCH, SCOTLAND.

Good Whisky should be old and thoroughly matured in wood. This is guaranteed by the above who are the Oldest Distillers Of Scotch Whisky in The World.

Ask for John Haig Gold Label or Glenleven White Label.



SOLE AGENTS:  
**GANDE, PRICE & CO., LTD.**  
WINE & SPIRIT MERCHANTS.  
No. 8, QUEEN'S ROAD CENTRAL, HONGKONG. [183]

## DAIRY FARM NEWS

JUST LANDED,

A Fresh Consignment

## "KRAFT LOAF CHEESE"

The Perfection of Flavour,  
Uniformity and Excellence

NO RIND NO WASTE

80 Cents Per lb.

## LOTOL

AND ITS USES

Lotol Means Sudden Death

TO

Cockroaches, Fleas, Bugs, Ants, Silverfish and Mosquitoes.

LOTOL

is guaranteed to destroy and exterminate every kind of insect pest

LOTOL

disinfects and will destroy in 5 minutes the Bacilli of Typhoid or other Fever.

## NO PLAGUE

Where LOTOL is, there can be NO PLAGUE nor any kind of INFECTIOUS DISEASE.

LOTOL IS MADE IN AUSTRALIA.

## THE GENERAL COMMERCIAL CO., LTD.,

10, Des Voeux Road Central.

Phone 3255.

Sole Agents for Hongkong and China. [636]

## W. P. SIMPSON

(LATE OF DISS BROS.)

## TAILOR & BREECHES MAKER

has Business opened at

ASTOR HOUSE BUILDING.

Queen's Road Central,

2nd Floor. [795]



## PRESCRIPTIONS

When the Doctor prescribes he expects the Druggist to fill the prescription with Pure Drugs. The quality of our Drugs, Medicines and Toilet Goods is not surpassed. Have the Doctor's Prescription filled here and the result will be satisfactory.

## THE PHARMACY,

THE RED BUILDING (OPPOSITE ICE HOUSE ST.)

## SCOTTISH LETTER.

THE PRINCE AND THE HIGHLANDS.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, April 11th.

It is possible, I hear, that the Prince of Wales will take over a sporting estate in the Highlands during the shooting season. He wishes to entertain rather extensively when he is in the North, and it is doubtful if his parties and those of the King could be properly arranged for if he stays as hitherto at Balmoral.

PRINCE OF WALES' PORTRAIT.

Lord Balfour will be interested in scanning the portrait of himself painted by Mr. H. G. Wells in "Men Like Gods," as the urbane, philosophical Conservative leader, grasping the laps of his coat when he speaks, etc., a portrait no one can fail to recognise. But this peep into the looking glass is no new experience for Lord Balfour, if, as is probable, he has read Miss Elizabeth Robins' story of "Miss Cal." There we are introduced to Noel Berwick, the tall and very slim man who has inherited a position in the forefront of British politics. With the exercise of an almost despotic power, he combines a personal charm that is calculated to disarm his opponents. Yet in this charm of smile and manner there is something slightly supercilious something faintly ironical. The likeness is made still closer by a description of Berwick's fastidious and circumscribed taste in music and literature. The author undoubtedly intended the character in the novel to be identical; the author's eye has been suggested by North Berwick, the home golf-course within easy reach of Lord Balfour's seat at Whittingehame.

MR. MAXTON IN FICTION.

Many of the readers of Mrs. Agnes Hamilton's latest political novel, in which the fair daughter of the wicked capitalist marries a Labour Parliamentary candidate, must have wondered if the hero was drawn from life. He was. Mrs. Hamilton admits that the original of the character is Mr. James Maxton, the Labour member for the Bridgeton Division of Glasgow.

NEW SCOTTISH MEMBERS OF THE GOVERNMENT.

Mr. Charles Frederick Thomson, M.P., has been appointed Solicitor-General for Scotland, in succession to Mr. D. P. Fleming, K.C. resigned. From 1919 to 1922 he acted as Parliamentary Secretary to Sir Robert Horne.

Mr. Ford, M.P. for North Edinburgh, is to be the Scottish Whip in succession to Mr. F. C. Thomson, the new Solicitor-General. Mr. Ford's brother-in-law, it is interesting to note, is Chief Whip of the Independent Liberals.

THE LOCH MARER TRAGEDY RECALLED.

Major Fearnley Anderson, one of the Scottish Highlanders officers who shot at Loch Maree, spent part of his leave last August at Loch Maree in Ross-shire, and his wife was one of the victims of the botulism poisoning case which created such a sensation throughout the whole world. On the morning of the tragedy Major Anderson and his wife went out fishing together on Loch Maree. They were accompanied by a ghillie, and fished in the forenoon. Giving evidence at the public inquiry which followed the tragedy, Major Anderson said that there were two packets of sandwiches, one containing potted meat, and the other beef sandwiches. His wife preferred potted meat, and he took the beef sandwiches. The remnants of his wife's packet and his own he gave to the ghillie. His wife retired to bed, and made no complaint at all. It was about six o'clock on the following morning when his wife complained of feeling "a bit dizzy." Her husband attributed it to biliousness, and went out fishing again, and was back in the hotel in the afternoon. His wife's condition was very alarming, she suddenly became very much worse and died on the following morning.

STRIKE AGAINST GERMAN TRAWLERS.

For several weeks an agitation has been going on in Aberdeen against the landing of German caught fish. Lately it culminated in a strike by the masters, the mates, and the fishermen of the Scottish boats using the port. It may be mentioned that Aberdeen is now one of the chief centres of the fishing industry in Britain. Some 300 trawlers are swinging idly at their moorings in the harbour, and there seems little immediate prospect of their being again put into commission. Primarily the strike was only against fish caught by the Germans in the North Sea, now it is extended to the German trawlers coming in from the Iceland sea, with cargoes of cod.

Too Hull and Grimsby shore fishermen sympathise with the Aberdeen boycott, and as the skippers and mates also oppose the importation of fish to the English markets by foreign and Danish vessels, it is possible that the North Sea fleet at both these ports will be tied up against any foreign landings.

With memories of the war so recent it is doubtless galling to the Aberdeen fishermen to see boats of the nation that used such ruthless methods against them as the submarines, and torpedoed, now competing advantageously in the fish trade. But so long as we are a Free Trade country the public will insist on buying in the cheapest market, and even the most convinced Protectionists would not venture to propose that foodstuffs, of which fish is an important item, should be excluded if they are of foreign origin. Besides, if that policy were adopted, the foreigner would be sure to retaliate, and Germany, which is or used to be among our best customers for certain kinds of fish, might make us pay dearly for excluding German-caught fish from our markets. There is thus an important economic principle involved in the Aberdeen dispute. The extreme anti-Germans among the fishermen seem to have carried the others with them against their better judgment, for whatever may be said in favour of prohibiting German trawlers from landing North Sea fish at the port, there is no warrant for interfering with the deliveries of Iceland fish, seeing that the Aberdeen vessels do not visit these waters.

GOSPEL ABOUT GOLFERS.

Some interesting bits of gossip about golfers are to hand. Gene Sarazen has been granted leave by his club and will be at Troon. R. D. Armour has given up his appointment as secretary of the Westchester Club, where the millionaires play, and with his brother Sandy has opened a golf store in New York. Mrs. Wethered says that the idea of competing in the American Ladies' Open Championship has never occurred to her daughter. The statement that our Lady Champion would make the trip to the States (Continued at foot of next column.)

## FORTUNES IN A NIGHT.

WONDERFUL ROMANCE OF PETROLEUM.

After spending the nineteen years of her life in sordid poverty an Indian girl has recently come into an income of £24,000 a year. Under a small piece of land of which she was the owner, prospectors found oil, and wealth came to her in a day.

When you think of the enormous part petroleum plays in the world to-day it is hard to realize that within the memory of many still living it was practically unknown except as a medicine or chemical agent.

There are men still alive who joined in the ridicule heaped on Colonel Drake when, one day in 1859, he fared forth into the wilderness of Pennsylvania to discover the hiding places in which he felt sure the earth kept her treasures of oil.

THOUGHT HE'D GONE CRAZY.

Everybody, even his dearest friend, thought that Drake had "gone crazy" when he set forth on his absurd quest for oil, of which they knew nothing except that it was the basis of a rather wonderful liniment made by a firm of manufacturing druggists.

Drake made his way with one companion to the Oil Creek Wilderness, and on July 1st, 1859, the first drill was put down. On the morning of August 30th, with the drill having been left the night before down some 70 feet and still no oil in sight, the pioneers discovered to their delight that the well was full of oil.

In a short time they had dipped from it a barrelful, and a few days later, this pioneer barrel of crude petroleum was sold at Pittsburgh for \$24 (about £8).

Such was the first romantic tapping of the earth's reservoir of oil, which was destined to such a splendid future and to change paupers into millionaires.

BARREN ACRES WORTH MILLIONS.

It was not long before the Funk Well known to fame as the "Fountain," was gushing oil at the rate of 1,000 barrels a day; and Farmer Funk was able to dispose of leases, royalties and interests in his barren acres for such a sum as made him more than a millionaire within a month.

Even more romantic was the experience of James Sherman, who purchased the lease of a farm for £100 the entire fortune of his wife and himself.

To raise a little working capital he disposed of an eighth interest in his lease for £100, and another eighth interest he bartered for an engine to sink the well.

As funds became exhausted without a glimpse of oil to reward his enterprise, he parted with further shares—once-sixteenth he was able to exchange for £15 and a shotgun; another sixteenth he bartered for a horse, which he sold for £30; and for a third sixteenth interest he was glad to get £10.

1,300 BARRELS A DAY.

A few hours after the last transaction the drill dropped into the sand, and the Sherman Well began spouting at the rate of 1,000 barrels a day.

For two years the well continued to flow, yielding in that time more than 2,000,000 barrels of oil.

The £100 put in by Sherman, and the investment of the engine, the gun and the horse yielded no less than £1,600,000 to the lucky speculators, of which Sherman's share was a round £1,000,000.

To-day there are at least 30,000 oil wells in Pennsylvania alone, ranging in depth from 500 to 3,000 feet; and in a dozen other States the earth is yielding oil in tens of millions of barrels yearly.

this year came from the other side, but this seems to be the first indication either confirming or contradicting it. Willie Hunter (as I have already written) is an important Californian Club. The news about the Scottish amateurs who have made their home in America is interesting, that about Hunter particularly so, because there have been stories of his entering the professional ranks; and as the Americans have adopted our definition of an amateur the acceptance of a paid appointment as a club secretary does not affect his status, and removes any doubt which may have existed as long as he was acting representative of a firm interested in the sale of "plus fours."

CANADIAN STORE CATTLE ONCE MORE.

It is 31 years since a consignment of Canadian store cattle landed in this country, and the first ship load to arrive at Glasgow had what was really a civic reception. The animals were scrubbed and splendidly clean, the attendants had brand-new overalls in which to shepherd the animals; and a Canadian High Commissioner personally escorted the first steer ashore down a freshly white-washed and bay-carpeted gangway. This animal was rather frisky, and after breaking a symmetrical barrier of red-tape at the edge of the wharf, knocked down the High Commissioner and had a good little frolic all to itself. The only punishment meted out to him, however, was to be exposed to "snow-balls" auction, which raised a sum of £500 for the local Unemployment Fund.

SCOTTISH CHURCH UNION.

It is a promising sign for the cause of Scottish Church Union that a way out of the endowments difficulty has been brought within sight. An impartial and capable Committee, guided by Lord Haldane, has unanimously come to a conclusion in favour of the abolition of the tithes system, by the redemption of stipends and surplus tithes by the landowners, so that the Church of Scotland will have its assets completely under its own control. It is believed that this will remove one of the few remaining differences between the Church of Scotland and the United Free Church; but deals with a highly complicated and technical subject which will require to be thoroughly thrashed out at the coming General Assemblies.

MASONIC REQUESTS.

Mr. John A. Forrest, W.S., Edinburgh who died recently, has left £5,000 to Grand Lodge of Freemasonry in Scotland to grant annuities to necessitous children of deceased Freemasons; £1,000 to the Lodge of Holyrood House, No. 44; £500 to the Lodge, Colinton and Currie; and £500 to the Provincial Grand Lodge of Midlothian.

OBITUARY.

At 27, Evelyn Mansions, London, B.W.I. after a short illness, David Macfarlane Horne, formerly of Bangkok, aged 43.

# NOW ON SALE.

THE

## DIRECTORY AND CHRONICLE

OF

CHINA, JAPAN, BRITISH MALAYA, INDO-CHINA, SIAM, PHILIPPINES, NETHERLANDS INDIA, ETC.

FOR

1923

## SIXTY-FIRST YEAR OF PUBLICATION.

IS NOW BEING ISSUED AND CONTAINS

ALPHABETICAL LIST OF FOREIGN BUSINESSES, THEIR PERSONNEL AND AGENCIES.

CLASSIFIED BUSINESS DIRECTORY OF THE CHIEF TRADE CENTRES

ALPHABETICAL LIST OF FOREIGN RESIDENTS IN THE FAR EAST

GOVERNMENT AND OFFICIAL DEPARTMENTS.

15 UP-TO-DATE COLOURED MAPS OF THE PRINCIPAL PORTS IN THE FAR EAST.

DESCRIPTIVE AND STATISTICAL ACCOUNTS OF THE VARIOUS COUNTRIES AND TRADE-CENTRES OF THE FAR EAST.

TREATIES, TARIFFS, STAMP DUTIES, BROKERAGE CHARGES, POSTAL GUIDE, ETC. BRITISH, AMERICAN AND JAPANESE NAVIES.

1,800 Pages

1,800 Pages

Complete Edition ... .. \$12 local currency  
Abridged Edition ... .. \$8

AN "EXTREMELY USEFUL" BOOK.

Writing from Singapore, under date, March 31st, 1922, Sir Godfrey Thomas, Private Secretary to H.R.H. THE PRINCE OF WALES, says:—

Sir,—I beg to acknowledge the receipt of your letter of the 23rd instant and am desired by the Prince of Wales to thank you for the copy of the 60th annual edition of "THE DIRECTORY & CHRONICLE FOR CHINA, JAPAN, THE STRAITS SETTLEMENTS, ETC., ETC.," which His Royal Highness has been pleased to accept, and which will be extremely useful during the remainder of the tour.

Yours faithfully,

The Managing-Director,  
HONGKONG DAILY PRESS, LTD.,  
HONGKONG.

GODFREY THOMAS,  
(Private Secretary.)

## YE OLDE PRINTERIE, LTD.

HAVE REMOVED TO

14, QUEEN'S ROAD CENTRAL.

Telephone 3797.

V. C. LABRUM, Manager.

## EVERYTHING ELECTRICAL

Including the World's Most Fascinating Hobby, Radio.

## WIRELESS OUTFITS.

These may be had complete, or you can obtain the necessary parts and build your own outfit.

## HONGKONG HOTEL CO., LTD.,

ELECTRICAL DEPT., PEDDER ST.

When in doubt about your eyes

or your glasses

Consult

CHINESE OPTICAL CO.

Eye-sight Specialists.

67, QUEEN'S ROAD CENTRAL,

Hongkong.

## WONG-SIU-WOON



BOOTS, SHOES & SLIPPERS  
FOR LADIES, GENTS, & CHILDREN

BEST DESIGNS, PRICES MODERATE.

21 FOTTINGER ST. PHONE 1474.

## BOWERN & CO.,

No. 8, MUSEUM ROAD, SHANGHAI.

Members British Chamber of Commerce (Shanghai). Mr. T. W. BOWERN, Fellow of the Institute of Chartered Shipbrokers, Incorporated by Royal Charter, London.

STEAMSHIP AGENTS AND SHIPBROKERS.

For the Purchase, Sale and Charter of Vessels of any Tonnage, Passenger and/or Cargo, New and/or Old, with delivery China at Very Low Prices.

SALVAGE OPERATORS, MARINE SURVEYORS, AUCTIONEERS, COAL MERCHANTS.

FREIGHT BROKERS, METAL MERCHANTS, Machinery For Sale, New and Old in First-Class Condition.

IMPORTERS AND EXPORTERS, SHARE-BROKERS (Members Shanghai Share-Brokers Association).

SOLE AGENTS FOR CHINA:—GRAND'S PATENT ANCHORS, SAMUEL WARREN & CO., LTD. (Sheffield), High-Class Steel Manufacturers (Tank Brand).

Catalogues and Price-Lists on application (Enquiries Welcome)

CABLE ADDRESS: BOWERN, Shanghai. Code: BOWERN, Shanghai, A.B.C. 5th Edition and Improved.



"Everybody needs one!"



## Remington Portable

SMALL—STURDY—STRONG—HANDY—EFFICIENT—DEFENDABLE

STANDARD KEYBOARD. VISIBLE WRITING.  
42 WRITING KEYS. NO SHIFTING FOR FIGURES.  
CASE FOUR INCHES HIGH. WEIGHT WITH CASE 10½ LBS.

## MUSTARD & CO.

17, Cornaught Road Central.

Tel.: Central 1188.

SHIPBUILDERS,  
SHIP REPAIRERS,  
BOILER MAKERS,  
FORGE MASTERS,  
OXY-ACETYLENE  
ELECTRIC WELDERS,  
MECHANICAL AND  
ELECTRICAL  
ENGINEERS.

**TAIKOO DOCKYARD & ENGINEERING COMPANY**  
OF HONGKONG, LIMITED.

— DRY DOCKS —

Length 787 Feet.

Length on Blocks 7501 Feet

Dept. on Centre of  
Sill (H.W.O.S.T.) 34 ft. 6 ins.

— THREE SLIPWAYS. —

Capable of Handling Ships Up  
to 3,000 Tons Displacement.

Electric Crane at Sea Wall, Capable of  
Lifting 100 Tons at 70 Feet Radius.

**BUTTERFIELD & SWIRE**

(JOHN SWIRE & SONS, LTD.).

AGENTS

TELEPHONE No. 212. HONGKONG, CHINA & JAPAN.  
CALL FLAG: "O" OVER ANY PRESENT.



If—

If we had confined ourselves to talking about good Whisky, instead of producing it, we should doubtless have been out of business over a century ago.

**JAMES WATSON & CO., LTD.**  
Distillers of Scotch Whiskies,  
DUNDEE.  
ESTABLISHED 1815.  
TEL. 638.

Agents: **DONNELLY & WHYTE.**

### SHIPPING AND THE EMPIRE TRADE ROUTES AND THE MODERN MOTOR-ENGINE TRAMP STEAMER.

[BY COMMANDER H. RUNDLE, R.N.]

In the preceding article which dealt with the various types of vessels engaged in the sea-carrying trade, consideration of that humble, but no less important member of the group, the tramp steamer, had to be left over.

The importance of the tramp steamer in the shipping economy of the Empire cannot be too much emphasized. The British Empire Exhibition will bring it home to us more forcibly. Tramp steamers constitute the larger part of the Imperial Mercantile Marine, and handle, both for export and import, the rougher class of bulk cargoes, which are not suitable for liner, business. Coal, oil, timber, ore, grain, and such like homewards, is the normal life of the tramp. Consequently, tramp tonnage has been classified as "loose tonnage." It is supplementary to liner tonnage, and is always ready to work at short notice in any part of the world. Many vessels of this type are absent from the home country for long periods, engaged in the pursuit of freight, and they are to be found in every sea.

Just at present owners who specialise in tramp tonnage are experiencing very lean times; more lean in fact than the liner companies who, in addition to having a regular, if sadly diminished, business have also greater financial reserves. With the great shipping boom of 1919 and 1920, many tramp-owning companies sprang up, the principals of which, without practical knowledge of ship-owning, rushed into a venture which they fondly imagined would prove a veritable gold mine. Vessels changed hands at ridiculously inflated prices, the old-time tonnage was pressed into service, and all went well for a time. Then came the slump, and failures.

Today, a large proportion of idle tonnage is comprised of tramps. A tramp prospers not only by there being ample markets, but by reason of economical working. Many of the pre-war type of these vessels cannot be run economically under the conditions that now obtain, and will obtain in future. So they are laid up and will probably never be again employed.

#### A PROCESS OF EVOLUTION.

At this point it is convenient to mention that the shipping industry is passing through a process of evolution, which the engineering section of the British Empire Exhibition will fully illustrate. The perfection of the compound steam engine, and the adoption of iron for building, revolutionized shipping. The continued progress of science, particularly during the last two decades, is now culminating in the adoption of a new type of marine engine—the internal combustion engine. The desire for speed combined with more economical working gave birth to the marine turbine; a further cry for economy resulted in the adoption of heavy oil as a steam raising element in place of coal, and finally the perfection of the Diesel engine, driven by the combustion of heavy oil is bringing into service an ever-increasing number of motor ships.

The economical advantages of motor ships are obvious. A largely reduced engine space, no boiler rooms, very much smaller engine-room staffs, a very small fuel expenditure per mile run, compared with oil or coal as a steam generator, means increased cargo space and a reduced wages bill. Already many of the principal companies have motor ships in service, and other vessels of this type are being built. As yet, however, motor propulsion is likely to be limited to intermediate steamers, cargo liners and tramps, owing to the stage not yet having been reached when it can be applied to large vessels of high speed.

Probably the type of vessel likely to reap the greatest advantage from the adoption of the marine motor engine is the tramp. Very few vessels of this type are now being built, but when trade and industrial conditions improve sufficiently to justify large orders for new vessels, it seems that a large proportion will be of the motor type. This, in its turn, is certain to bring about the scrapping of the older and non-economical vessels. Certainly the Imperial Merchant Navy must not fall behind in this matter. The products of the British Shipbuilders and Marine Engineers are of the very best. These will be on view at the British Empire Exhibition, so that those interested will be able to see the progress which has been made, and to appreciate what the future holds in store. The British shipping and shipbuilding exhibits should be what the ships undoubtedly are—the best in the world!

#### THE PATHS OF EMPIRE TRADE.

If it were possible to obtain from a great height a bird's eye view of the oceans and seas of the world, steady streams of traffic in two directions on clearly defined routes would be observed. These would represent the great trade routes of the world; a number of which may aptly be described as Imperial sea communications.

As I write there lies before me a chart showing the volume and distribution of British trade on January 1st, 1912. It is most instructive and justified suggesting to the Exhibition authorities, or the large shipping companies who are exhibiting, that they should reproduce similar charts on a large scale for different periods. On the chart in question, small black ships represent British ships at sea and in harbour. These are the thickest in the vicinity of the British Isles; the outwards and homewards streams of ships, together with those in harbour plainly demonstrating how sea-trade focuses on these islands.

Whence do they come and to where are they going? The greatest volume of traffic is not to or from a part of the Empire; it is to South America. The volume to and from Canada would have been large had the chart represented the state of affairs during summer. Being winter, the Lawrence is ice-bound and there are also no wheat shipments from the prairies. Consequently there is only a trickle to and from outlying Canadian ports. Looking

(Continued at foot of next column.)

### THE KING'S VISIT TO ROME AND THE POPE. FEW PRECEDENTS.

The visit of King George V. and Queen Mary to Rome, the first of the present reign, has not a great many precedents in English history. The last visit of a King of England was that of Edward VII. in the spring of 1903 when three days were spent in Rome on the King's way home from Naples after a cruise in the Mediterranean. The Rome correspondent of the *Morning Post*, Edward VII. was the guest of Victor Emmanuel III. at the Quirinal, and, starting from the British Embassy, according to the protocol—for we then had no Legation to the Holy See—drove through streets lined with Italian troops to visit Pope Leo XIII. then in the last year of his long pontificate.

Once again Edward VII. set foot, but only for ten minutes, on Roman soil, at the outlying Tuscolana railway station, in 1903, while returning to England from his cruise on the bay of Naples. The present writer was a witness of his meeting on the platform with King Victor Emmanuel, whom he had also met at Bain a few days earlier and at Gaeta the year before.

Before King Edward's visit no King of England had been in Rome since the time of Canute in 1027, although Richard I. landed at Ostia on his way to the Crusade, in 1190. But the Stuart's long residence in the late nineteenth century—James III. the Old Pretender; arrived in the Papal States in 1717; it was at Montecasale above the lake of Bolsena, that he was married, and in Rome were born Charles Edward, the Young Pretender, and Cardinal York "Henry IX." whose name is still associated with his diocese of Frascati, which he governed for 12 years.

#### VISIT OF CANUTE.

But no reigning English Sovereign came for nearly nine centuries. Canute was here on a great occasion—the coronation by Pope John XIX. of the Emperor Conrad II. and his Consort in St. Peter's when the jealousy of the Archbishops of Milan and Ravenna, and a quarrel between a Roman and a German, led to a violent fight in the streets, to the disgust of Canute, who had come on a pilgrimage. But he wrote a letter full of enthusiasm at the spectacle of the coronation; and combined business with sight-seeing, for he obtained certain pecuniary exemptions for the Archbishop of his dominions promising in return the prompt payment of Peter's pence. He also made a vow in Rome to atone for his juvenile errors and govern his subjects with justice. Such was the moral force of Rome in the eleventh century.

But Canute was not the first King of England to come here. Ethelwulf, accompanied by his youngest son, the future King Alfred spent the year 855 in Rome, whither he had journeyed to be crowned by Pope Leo IV. Earlier still, in the time of the Hierarchy, Aethelstan of Northumbria had died in 908, and the Pope's aid to restore him to his throne, and Offa of Mercia, the eponymous hero of "Offa's Dyke," made a pilgrimage to Rome in 194 to atone for a deed of blood which he had committed. In 727-122, King of the West Saxons, not only came here, but founded an institution for the instruction of the English princes, and prelates, the origin of the present English College. Ina died in Rome like his predecessors, Ceadwalla of Wessex, Constant of Mercia, and Offa of Essex. The tomb of St. Peter's, had a long epitaph, which has been preserved by Bede, narrating how the King was christened and died here; but although the monument was visible at the end of the sixteenth century, it is now a fragment of the present English College. Ina died in Rome like his predecessors, Ceadwalla of Wessex, Constant of Mercia, and Offa of Essex. The tomb of St. Peter's, had a long epitaph, which has been preserved by Bede, narrating how the King was christened and died here; but although the monument was visible at the end of the sixteenth century, it is now a fragment of the present English College.

Besides these visits of reigning Sovereigns, the present Prince of Wales was here for Empire Day, 1914, the Duke of Connaught either in that year, and Prince Arthur of Connaught during the Jubilee Exhibition of 1911. King Edward and Queen Alexandra were here as Prince and Princess of Wales before 1870, and as a picture at San Clemente shows, they visited the lowest church, being amongst the last persons to do so before it was flooded.

towards the West Indies; one is somewhat added to find that the stream connecting with the British Isles is but spasmodic; the main stream to and from those islands following the coast of North and South America. Yes, the West Indian link is decidedly weak, and it is good to learn that these islands mean to make a bid for better trade with Britain by adequate representation at the Empire Exhibition.

To West and South Africa, and thence to Australia, the traffic is not so thick as in other parts of the Atlantic, but it is healthy, and is noticeable that the homeward stream from South Africa is less than the outward; for this reason. Many of the cargo liners and tramps, after discharging at South African ports, enter the Indian Ocean rather to discharge the balance of their cargoes, or to seek new ones, or both, finally returning home via the Suez Canal.

#### THE GREAT ROUTE TO THE EAST.

Turning the eyes eastward, via the Mediterranean and Suez Canal, there is to be seen a constant stream from and to the home country. What is most remarkable about this stream is that it flows past outposts of the Empire throughout its passage—Gibraltar, Malta, Suez, Aden, where it divides, one portion going to Indian ports and the other to Far Eastern waters by way of Colombo, Singapore, Penang and Hongkong, that splendid natural harbour at which a total of some 25,000,000 tons of shipping enters and clears yearly.

From Colombo, too, a branch stream flows to and from Australia. Australia and New Zealand are unique in that they are served by three routes—the Suez Canal, the Cape and the Panama Canal. The latter route saving a considerable distance between the United Kingdom and New Zealand compared with the other two routes, but in the case of Australia the all-British routes are the shorter, although that via the Cape is only just so. What a wonderful thought! Main inter-Imperial sea communications of some 60,000 miles, the whole length of which can be traversed without touching on foreign soil; and on these routes, the ships of the Imperial Mercantile Marine unobscuredly predominate largely over all others under foreign flags.

### SIBERIA TO-DAY. RUIN WROUGHT BY SOVIET RULE.

The Riga correspondent of *The Times* writes:—The following description of present-day conditions in Siberia is based on the report of the representative of a prominent group of financiers, who has just passed through Riga from Siberia, where he had spent about six months collecting information for his principals. My informant spent a lifetime in Siberia before the war.

In November, 1922, practically the whole of Siberia came under the sway of the Bolsheviks, or Revolutionary Committee of Siberia, and has since been incorporated in the Union of Socialist Soviet Republics. Notwithstanding the many rumours of impending aggression under the command of Semenov and other forces from Mongolia and elsewhere, there is no support for the supposition that Bolshevik rule in the Far East will be overthrown in the immediate future. This does not mean that the Bolsheviks enjoy the full support of the people; but simply that there is no organized force of sufficient strength at hand seriously to threaten their position, although partisan warfare may continue, to harass them to some extent.

During the past two years Siberian trade and industry have been almost totally destroyed; the state of agriculture is unsatisfactory, and the outlook for the next year gloomy in the extreme.

#### APATHETIC PEASANTS.

Last autumn, from the Urals to Irkutsk not more than half of the 1921 area, and one-twentieth of the 1913, was sown, and unless the spring crops are greatly increased the whole of Western Siberia is doomed to famine, however satisfactory the yield may be. The only part of Siberia which may hope to cover its own requirements till the harvest of 1924 is the Altai district. The Siberia Agricultural Department realize the danger and are trying to rouse the apathetic peasants to more energy. Their efforts have little success, for the peasants are without working cattle, which in Western and Central Siberia do not exceed 20 per cent. of the pre-war number.

There is moreover, little agricultural machinery available. On the shores of the Kara Sea are several consignments of implements and machinery shipped there from Britain, Sweden, and elsewhere in the last three summers. These were intended for distribution among the peasants by means of the rivers Obi, and Yenissei, but as the peasants have no means of paying for them, they have been left undelivered and are rotting in the open. The peasants are in a sorry plight as regards clothing, a single overcoat and a single pair of boots being in numerous cases made to serve a whole family. In summer many children go quite naked.

#### GOLD PRODUCTION.

The general attitude of the peasants towards the Soviet Government is that of fear, produced mainly by the ruthless collection of the grain tax, in spite of the dire shortages among the peasants for their own needs. All the Siberian provinces, except Omsk and Tumen, have hitherto been forced to render their heavy toll of grain, and as the tax-gatherers have been granted a bonus of anything up to 10 per cent. of the tax collected they have been very brutal. In cases where peasants could not or would not pay special grain tax, detentions were sent to seize all that could be found. In the coming spring, work will be possible only on the small farms; the large farms were all nationalized three years ago and have become nothing better than waste land.

There are 17,000 registered flour-mills in Siberia; but according to official data 40 per cent. of these have declared themselves insolvent. The important industries are the exploitation of gold and coal. About 44 cwt. of gold was produced in 1921—a quantity which compares unfavourably with pre-Revolution production. The Soviet Government organized a special joint-stock company to work the mines, and this concern is at work in Transbaikalia, Irkutsk, Yakutsk, and the most promising Lena goldfields. The Government presented this company with river vessels of various tonnage and thus made possible the transport of workmen and food supplies to several of the mines. The company should have a great future, as the Lena district is of vast importance and the Government lavish in its support of the gold-mining enterprise. The yield for the next two years cannot be high, as the mines were deserted so long and allowed to become flooded and ruined, but serious work is going on and the prospects for the later future are good.

This cannot be said of the coal industry, the production of which is approximately 30 per cent. of the pre-war average.

As to education the Universities at Tomsk and Irkutsk and the middle schools are in a sadly disorganized state, and without means. The position of elementary education is worst of all. Since the Moscow Government gained control of Siberia, last November the State Political Department (Cheka) have developed great activity in the land, especially in the Far Eastern parts, to which they have sent vast numbers of their agents. These systematically persecute all who belong to the so-called intelligentsia or held responsible positions under former Governments.

### HONGKONG SHARE MARKET CLOSING QUOTATIONS.

MAY 17th, 1933.	
Hongkong and Shanghai	
Banks	1,050 nom.
Union Insurance	235 b.
Steamboats	42 s.
China Sugars	235 b.
Kowloon Wharves	170 nom.
Whampoa Docks	100 s.
Shanghai Docks	105 s.
Hongkong Land	280 s.
Hongkong Hotels	19 s.
Humphreys Estates	281 b.
Ewo Cotton Mills	114 s.
Shanghai Cottons	99 s.
Oriental	570 s. & d.
Cement	274 b.
Watsons	18 b.
Hongkong Electric	30 b.
China Lights	16 nom.
Hongkong Trams	221 b.
b-buyers; s-sellers; nom-nomina.	

### INFORMATION

#### P.O. BANKING CORPORATION LIMITED.

(INCORPORATED IN ENGLAND 1920)  
with which is affiliated

**THE ALLAHABAD BANK, LTD.**  
INDIA.

AUTHORIZED CAPITAL £5,000,000  
SUBSCRIBED AND PAID UP £2,584,160  
RESERVE FUND £290,000

#### HEAD OFFICE

127, Leadenhall Street, London, E.C. 3.

#### WEST LONDON BRANCH

14-16, Cockspur Street, London, S.W. 1.

#### EASTERN BRANCHES

Bombay, Calcutta, Karachi, Madras, Colombo, Singapore, Hongkong and Shanghai.

The Corporation undertakes General Banking and Exchange Business of every description and in addition to its Branches has Agencies in all the principal Cities of the world.

C. CHAMPEIN,

Manager,  
22, Des Vaux Road Central, Hongkong.

#### THE INDUSTRIAL AND COMMERCE BANK, LTD.

#### HEAD OFFICE

York Building, Chater Road, Hongkong.

#### BRANCHES

Shanghai—31, Kiangsu Road.  
Hankow—British Consulate.

#### CORRESPONDENTS IN:

London, New York, Chicago, San Francisco, Vancouver, B.C., Honolulu, Singapore, Penang, Tientsin, Swatow, Macao, Canton and all Commercial centres of China and abroad.

#### PROMPT SERVICE.

Attractive rates for all kinds of Deposits. Inquiries are welcome.

T. H. MAI,

Manager,  
1933.

#### RUSSO-ASIATIC BANK.

Capital (Fully Paid) ... 55,000,000  
Reserve Fund ... 38,960,000  
Capital Contributed by the Chinese Government ... 3,500,000  
Reserve Fund ... 1,750,000

#### HEAD OFFICE

Paris 9, Rue Roubaud.

#### CHINA OFFICE

64, Old Broad Street, E.C. 2.

#### BRANCHES

LONDON: Messrs. Glyn, Mills, Currie & Co.

Societe Generale pour Favoriser le Developpement du Commerce et de l'Industrie en France.

PARIS: Societe Generale pour Favoriser le Developpement du Commerce et de l'Industrie en France.

LYONS: Societe Generale pour Favoriser le Developpement du Commerce et de l'Industrie en France.

NEW YORK: The Irving Bank—Columbia Trust Company.

SAN FRANCISCO: The Crocker National Bank of San Francisco.

#### BRANCHES IN ASIA

Changchun, Hankow, Manchouli, Tientsin, Chefoo, Harbin, Newchwang, Urmuch, Nairn, Hongkong, Yokohama, Hailar, Kasagar, Shenzhai.

#### HONGKONG BRANCH

Interest allowed on Current Accounts and Fixed Deposits, Terms on application. Local Bills discounted.

Foreign Exchange on the Principal Cities of the World bought and sold.

R. A. RODGERS,

Manager,  
537.

#### THE AMERICAN EXPRESS CO. INCORPORATED.

#### HEAD OFFICE

NEW YORK CITY.

#### INTERNATIONAL BANKING-SHIPING-TRAVEL

Eighty Offices are established in the Principal Cities of the World to provide Commercial Organizations and Private Individuals with a complete World Wide Banking, Shipping and Travel Service.

COMMERCIAL LETTERS OF CREDIT. DEPOSIT AND CURRENT ACCOUNTS.

FOREIGN EXCHANGE. LETTERS OF CREDIT. TRAVELERS CHECKS. LETTERS OF CREDIT. STEAMSHIP PASSAGES. HOTEL RESERVATIONS. BAGGAGE INSURANCE. CABLE AND POSTAL REMITTANCES. PURCHASE OF BILLS OF EXCHANGE.

Every approved Banking, Shipping and Travel Transaction.

#### "SMOKERS' CIRCLES"

Get them at the

#### HONGKONG CIGAR STORE, LTD.

and enjoy a clean

comforting smoke.



JOHN I.

# THORNYCROFT

AND CO., LTD.

SHIPBUILDERS AND ENGINEERS

London, Southampton and Glasgow

PASSENGER AND CARGO VESSELS OF ALL TYPES UP TO 6,000 TONS;  
OCEAN-GOING TUGS, MOTOR BOATS (SEA OR RIVER)  
UP TO 50 KNOTS.

TURBINES AND RECIPROCATING MACHINERY AND PROPELLERS  
MARINE AND STATIONARY OIL ENGINES 8 TO 90 B.H.P.  
MOTOR VEHICLES 2 TO 6 TONS.

**WATER-TUBE BOILERS.**

For quotation, apply—  
**ROBERT COLLAR BUILDING,  
SHANGHAI.**

## SUMMER WEIGHT GOLF HOSE

Specially made of fine light weight  
yarn that has no superior for looks  
and hard wear resistance.

A nice assortment in Lisle thread, wool  
and pure vicuna in various shades of  
Grey, Fawn, Green, Brown and Khaki.  
Prices ranging from \$4.00 per pair.

## MACKINTOSH

& CO., LTD.  
MEN'S WEAR SPECIALISTS.  
Alexandra Building, Des Vœux Road.

## THE SEASON'S SMARTEST SILK JUMPERS

DESIGNS TO SUIT ALL TASTES.  
PRICES FROM \$12.50 TO \$21.00 EACH

## JUST OPENED UP FINE SILK HOSE

FROM \$2.00 TO \$4.25 PER PAIR.

## THE SINCERE CO., LTD.

## RELIABLE SUN HELMETS

## WHITEAWAY'S

REAL CORK: GOOD SHAPE AND STYLE  
Covered Good Drill and Fitted with a Full White Puggaree.



BEWARE OF CHEAP AND WORTHLESS IMITATIONS.  
DO YOUR SHOPPING AT

## WHITEAWAY, LAIDLAW & CO., LTD.

GENT'S OUTFITTERS  
20, DES VŒUX ROAD CENTRAL.  
(NEXT TO JARDIN'S CORNER)  
HONGKONG.

## FORESTRY NEGLECT IN CHINA.

For thousands of years China has not made any systematic effort to protect her existing forests and develop new forest areas. At the present time, it is well known that her timber supply is much depleted and that many hills and mountain ranges which the traveller happens to see present a conspicuously bare appearance. Timber for building and railway ties are being imported in considerable quantities. The total value of woods imported by China, in recent years is given in the following table:—

	1919	1920	1921
Hk. Tls.	Hk. Tls.	Hk. Tls.	Hk. Tls.
Hardwood, listed by cubic feet	1,879,724	757,400	1,230,108
Hardwood, listed by superficial feet	182,203	2,142,400	2,872,000
Railway sleepers	1,867,919	2,343,541	3,174,781
Softwood timber	1,856,761	9,159,088	3,996,052
Wood not otherwise mentioned	1,629,506	1,892,455	1,548,177

Total Hk. Tls. 10,715,278 16,196,007 22,755,793

This importation is only in the densely populated regions. In the interior and along the borders, the inaccessibility has helped to preserve extensive areas of virgin forests. The principal area is found in Manchuria, extending from the Chang Pai Mountains to the long range of Inner and Outer Hinnan Ling. This area is estimated at 1,200,000 square li which is about three times as large as the total forestry land in Germany or one and one-half times the Japanese forest preserve.

The area is still well covered with good sized timber of some variety. Along the banks of the Yalu River are found scattered areas of forests composed of pines and other evergreens with a few broad leaf varieties. These forests are now being worked by Russian and Japanese companies, which are not paying sufficient attention to conservation. It is to be feared that their process of lumbering will deplete China of this remaining tract of forest.

In Southern China the mountain ranges extending along the boundary of Chekiang and Anhwei through Kiangsi into Hunan and Kwichow are still fairly covered with forests. These are being worked, but not on a large scale on account of the long distance from the markets and the expensive method of transportation. The provinces of Fukien and Kwangsi are the chief sources of supply of Chinese hardwood. In Szechuan, there are still to be found magnificent timberlands, which are scarcely touched, but none exist in the more accessible regions. It would be hard to make even a rough estimate as to the total area of existing forests in China, but it must be admitted that forests are far too scarce in proportion to the population and size of the country.

The government, through the Ministry of Agriculture and Commerce, in November, 1914, promulgated a set of regulations governing the development and preservation of national forestry lands. Provisions for encouraging private afforestation work were made and included in the regulation. For the protection of existing forests, the public was urged to organize forestry associations, for which regulations were also promulgated. Since then, various provinces have made spasmodic efforts at afforestation work, some with fairly satisfactory results, considering the limited funds available for the purpose. The following table shows the amount of forestry funds appropriated by the various provinces in 1921:—

Shantung	\$22,698
Chekiang	10,504
Canton	25,898
Anhui	29,048
Kirin	62,256
Shansi	47,060
Kiangsi	30,590
Shensi	9,456
Honan	49,721
Heilungkiang	30,810
Eupet	4,800

Each of the foregoing provinces has established and maintained forestry stations and government nurseries, while the Central Government has direct charge of several stations under the Ministry of Agriculture and Commerce. In addition to these, there are a few private organizations which are doing excellent work in educating the public to the importance of forestry work and in promoting planting and conservation of timberlands. The most notable among these are the forestry department of Nanking University, and the Educational Forestry Enterprise, both in Kiangsu Province.

The former, aside from conducting practical courses in forestry work, has its own forestry nurseries and is conducting experimental work on mulberry culture in co-operation with the International Commission for the Improvement of Sericulture in China. The Educational Enterprise is an organization maintained jointly by several provincial schools and owns a large tract of about 100,000 mu near Nanking, where the work of reforestation is being carried on and extensive nurseries maintained. The Y.M.C.A., through its educational department, engages a special lecturer to travel from one province to the other to arouse public enthusiasm for forestry planting and to give advice as to the means of doing it. In recent years, several of the Government railways started nurseries and forest plantation with a view to providing for their own future supply of sleepers and other timber. The Peking-Hankow, the Lunghai, and the Cheng-tai lines are making similar efforts, the first mentioned railway having the most extensive plantation. Since beginning in 1910, an average of 2,000 new of uncultivated land has been planted with seedlings from the company's nursery each year. An expert has been engaged to look after the planting as well as the maintenance.

Probably the largest piece of forestry planting accomplished during recent years in China is in Taingtao. This covers an area of 40,000 mu and is now in an advanced stage of growing. It was started (Continued at foot of next column.)

## COMPANY REPORT.

### PEAK TRAMWAYS COMPANY, LTD.

The reports of the Directors for the year ending 30th April, 1923, state:—  
The net profit for the twelve months, after deducting Directors' fees and General Managers' remuneration, amounts to \$43,704.57  
To which has to be added the balance brought forward from last account 15,377.07

Making available for appropriation \$59,081.64

The Directors recommend that a dividend at the rate of 10 per cent. per annum be paid to shareholders, absorbing \$30,000 that \$10,000 be transferred to special repairs reserve account, that \$10,000 be transferred to reserve fund and that the balance of \$19,081.64 be carried to a new profit and loss account.

Directors.—During the year Mr. W. E. L. Shenton and Mr. H. W. Sassoon, resigned, their places being taken by Mr. J. Scott Hurston and Mr. A. S. Gubbay. In accordance with Rule 73 of the Company's Articles of Association, the present members, Hon. Sir Paul Chater, K.C., C.M.G., Mr. A. O. Lang, Mr. J. Scott Hurston, Mr. C. C. Boyd and Mr. A. S. Gubbay, retire, but, being eligible, offer themselves for re-election.

Auditors.—The accounts were audited by Messrs. Lowe, Bingham and Matthews and Mr. C. Bernard Brown, who offer themselves for re-election.

## ASIA AGAINST THE WORLD.

### DR. D. STARR JORDAN SCOUTS IDEA OF A UNION.

The Union of Japan, China, India, Siberia and Turkey in the common cause of Asia against the rest of the world is as old as the idea of a union of Europe—which cannot agree with itself—with America against Asia, declared Dr. Starr Jordan, chancellor emeritus of Leland Stanford and noted advocate of world peace, in an address recently delivered before the Commercial Club in San Francisco following his return from an extensive visit to Japan. While in Japan the distinguished scholar gave many lectures on subjects varying from Darwinism to fishes, and at the same time preached the gospel of international peace and good will.

At that critical period, however, Premier Okuma stood steadfastly by the Anglo-Japanese Treaty and carried the day. To-day the Premier of Japan is an admirer, representing the changed spirit of the militarists. This fact alone, which they had admired and imitated, was not only traced against foreign enemies, but against the German people themselves, and they attribute Germany's present woes to militarism.

Two remarkable events, "which the incredulous press and incredulous politicians" of the United States declared could not happen, have actually taken place recently in the Far East, declared Dr. Jordan. These were the evacuation of Vladivostok, Shantung, Hankow and other points on the mainland occupied by Japanese troops and the actual scrapping of warships in accordance with the Washington agreement. While he was in Japan, said the speaker, 15,000 men had been discharged from the navy, and a like number had been let out several weeks previously.

"The Japanese troops entered China at the invitation of the Allies," Dr. Jordan asked for their retention, saying they were not yet prepared to police the territory to be evacuated, owing to widespread lawlessness. Referring to the "21 demands" on China, some of which he said were good while others he denounced as "famous," Dr. Jordan said that these were not approved by Premier Okuma, who was tricked by the militarists into accepting them. "Once accepting them, however, the Premier's pride prevented him from denouncing the trick," he explained.

Dr. Jordan declared that the Japanese people do not favour immigration to Hawaii and California, and feel ashamed that ignorant farm labourers should be accepted as typical of Japanese civilization. He defended the Orientals against the charge of "witness" and said that Japan has always scrupulously kept her pacts, including the Gentlemen's Agreement.

Heavy taxes, which have quadrupled the cost of living in Japan within a score of years, and which have been levied largely in the maintenance of the Empire's large army and fleet, afford one reason why Japan moved out of China and Siberia and welcomed the opinion of Dr. Jordan based on observations while in this country. "Respect for the public opinion of Great Britain and the United States, which was against occupation, also had a marked influence on the Japanese policy," he asserted. "Educators and intellectuals favoured a better understanding with the Western nations and also bore weight."

The emancipation of the women of Japan and the modification of school textbooks were two other remarkable changes noted by the famous educator since his previous visit 11 years before. "Instead of glorifying gory warriors, the school books now hold up the moral worth of great men of all lands," he said. "Japanese children in the schools now read of the patriotism and tenacity of Lincoln and the use of natural forces by such men as Watt, Marconi and Edison."

Briefly referring to the situation in China, Dr. Jordan classed its many generals as "brigands" and termed Sun Yat-sen an "impossible idealist."

by the Germans, maintained by the Japanese and has just been given to China. A Chinese forestry expert is now in charge. It is expected to make this a model plantation for all China. The observation of a national Arbor Day, April 6th, is another step towards promoting afforestation work. The date was fixed by the National Assembly, and every citizen who is capable of doing so is urged to plant a tree on that day. For a number of years the official ceremony of tree planting has been observed by the President and the principal officers of the provinces, and observance of the day is becoming a custom. Chinese Government Bureau of Economic Information.

## THE "KUMSANG."

### ON "A PRECIPITOUS BEACH."

The *Manila Times* of May 11th contains the following reference to the Indo-China steamer *Kumsang*:—  
Captain C. R. Croucher, master of the *Warren*, which arrived in port this morning from Amoy, stated that on Wednesday night when the *Kumsang* went ashore, the weather was particularly bad with a southerly blowing and a very heavy rain pouring down. The *Warren's* glass hovered around 67 degrees and one time it got as low as 62 degrees.

As soon as Captain Croucher received the *Kumsang's* radio, he headed for the scene and upon arriving found that the vessel was on a precipitous beach 112 miles off Hermana Mayor and 26 miles from Cape Bolinao. There was a heavy southerly wind blowing at the time and the waves beating with great force against the hull of the ship. In view of these conditions Captain Croucher came to the conclusion that if that sort of weather kept up, it would be but a short time before the *Kumsang* would break up.

At 2.45 yesterday afternoon the United States destroyer 343 passed the *Warren* and proceeded to stand by the distressed ship. Captain Croucher asked the commander of the *Kumsang* if he needed assistance and upon being told that the passengers were landed and there was no immediate danger, he headed the *Warren* for Manila.

The master of the *Manila City* which also made port this morning from the scene of the disaster, confirmed Captain Croucher's statement. He said that the *Kumsang* was not in any immediate danger and was well sheltered by a huge rock. The crew can be taken off at any time, he said.

## HOW BANDITS ARE MADE IN CHINA.

### THE CHINESE VIEW.

The *Asiatic News Agency* says:—  
In connection with the wreck of the Tientsin-Pukow Express at Lincheng by the native bandits of Shantung and Anhui, the Anhui residents and business men in the Lower Yangtze have issued a manifesto strongly denouncing General Ma Lien-chia of Anhui for the nominal disbandment of the new An-wu-chun army corps, without touching his own troops who are called the old An-wu-chun brigades. According to the manifesto about one million dollars were spent in the disbandment of Ma Lien-chia's rival troops, but, in reality, for the purpose of squeeze and corruption among his followers. The majority of the non-commissioned officers and soldiers were permitted to take away their arms and desert the corps in groups of four or five hundred men each, so that they were well equipped with rifles for vicious purposes when they turned into bandits along the frontiers of Anhui, Shantung and Kiangsi provinces. The Anhui men held Ma Lien-chia and Lu Tiao-yuan, military and civil governors of Anhui respectively, responsible for the serious incident though it was committed with Shantung territory, and they emphasize that if the disbandment of troops is to be conducted after this sad example, there will be great disaster for the nation. Hence, the leaders recommend that in future troop disbandment, neither the military nor the civil government should be trusted with the job, and secondly, after disbandment, work should be found for the disbanded soldiers. In Anhui, Mr. Lien-chia and Lu Tiao-yuan merely misappropriated government funds, about half of which went into their own pockets, with the result that being deprived of their means of living, the disbanded troops, both officers and men, became bandits to the great detriment of the nation and people. Regarding the kidnapped passengers, it has now been confirmed that the actual aim of the bandits is to force the Chinese authorities to enlist them into the army again, as was done in the case of the Honan bandits, so that the lives of their captives are in no danger. It is reported that both foreigners and natives, including women and girls, are being well-treated by the bandits who are not beating or otherwise ill-treating them.

## CHINESE LABOUR IN SOUTH SEAS.

### NEW ZEALAND IDEAS OF "UPLIFT" FOR ISLANDERS.

The perpetuation of the system of indentured Chinese labour (which used to be known as Chinese slavery, when it was used in South Africa) is recommended for Samoa by a special commission appointed by the Methodist Conference of New Zealand. Samoa, which used to be a German possession, is under the control of the New Zealand Government. The Government favours the perpetuation of a method formerly employed by the Germans, by which Chinese coolies are introduced in the copra (coco-nut oil) plantations, to work under indentures for a period of 3 years, at a wage of about £2 10s. a month. Samoan native workers ask about 8s. or 10s. a day for their labour. This is what, according to Reuters, the New Zealand Methodists say about the situation. "Indigenous free labour in Samoa is impracticable in this generation. Climatic conditions prohibit the employment of white labour. All considerations compel the acceptance of some just form of contract system as a means of securing imported labour. The industrial and spiritual uplifting of the natives must go hand in hand. The natives are at present half commercialized. To stop the clock of progress now would leave them tragically with knowledge. The Commission favours the short contract system (period not stated) for Chinese labour in the case of single men. It states that there is no foundation for the assertion that the introduction of single Chinese has resulted in the moral degradation of the Samoans. It remains difficult, nevertheless, to see how the 'industrial and spiritual uplifting' of the natives can be secured, says the *Herald* by the importation of labour at one-seventh of the wages demanded by native labourers.

## THE WARFARE IN KWANGTUNG.

### CONSTITUTIONALISTS IN POK-LO.

The *Continental News* says:—  
Further information received from the Eastern front about the Constitutional troops entering Pok-lo, says General Lin Chen-hui's troops, after their success at Soochuen, attacked the rebels who had been entrenched in this vicinity. For a time one of the detachments of the Constitutional army which advanced too fast was surrounded, but the main body of troops rapidly came to its rescue and repulsed the enemy, which at last retreated from the district.

The Constitutional forces captured a large supply of war materials consisting of 2,000 rifles, 500 cases of cartridges and a large quantity of minor stores.

Reports from Waichew state that, after being informed of the constitutional success at Soochuen and Pok-lo, General Yeh Chiu General Yang Sik-liang, General Hsing Leuk, have moved the main body of their armies in the direction of Ho-yuen. The report is not confirmed yet, but military experts, when questioned stated that if this movement is accomplished, the Constitutional troops will take advantage of it and will press the hostile forces.

No report was received regarding the movements of General Hsu Chung-chi's troops.

On Western and Northern fronts, the situation remains unchanged.

## WOUNDED SOLDIERS AT HOSPITAL.

According to a Canton vernacular paper there are 150 wounded soldiers at the Canton Hospital; 450, at the New Kung Yee; 35, at the Old Kung Yee; 35, at Hospital Douma; 35, at the Municipal Hospital; 400, at the Military Hospital; 300, at the several emergency hospitals under immediate management of the chief commissary; 10, at the Baptist Hospital; 120, at the Canton Japanese Hospital; 45, at Shekwaikong; and 19 at the Feng Pin Hospital. Others are in hospitals at Kongsueh, Kotoug, Yingtak, Shiukwan, and other places.

## THE ARSENAL.

The Kwangtung Arsenal at Shekcheng, offering to buy back the parts taken away by soldiers and sold when the arsenal was evacuated by Shen Hung-ying (the Kwangsi General). No questions will be asked. It is believed that second hand dealers may be willing to return important machinery parts in the arsenal at reasonable prices.

In order to raise money for military expenditure, the ricksha owners in Canton have complied with the request of the Municipality to pay three months in advance dues or taxes for the rickshas. A reduction of 10 per cent. has been granted.

## SHIPS ENGINEER BEFORE THE COURT.

### FINED FOR DAMAGING A RICKSHA.

William Payne, described as the third engineer on the s.s. *Torilla*, appeared before Mr. Lindsell, at the Magistracy, yesterday morning, on a charge of willfully damaging a ricksha, No. 173, to the extent of \$7, in Murray Road, during the early hours of yesterday morning.

Defendant pleaded "guilty" to the charge.

Sub-Inspector Peter Grant said that the complainant's ricksha was engaged in Wing Fung Street, Wanchai, by the defendant. At Murray Road the defendant stamped his feet on the foot-board of the ricksha for the puller to stop. The complainant dropped the shafts and ran away with the defendant in full chase. The ricksha was damaged.

The Magistrate: Were you, under the influence of liquor?

The defendant denied the suggestion. He proceeded to say that when he left the Blue Buildings in Arsenal Street, but here Payne halted and said it was not the first occurrence there. It had happened several times previously. A certain number of people, forming a clique, had made a habit of throwing filth at him from the flats above the road. The previous night was the third time it had occurred. As regards the damaged ricksha he said that he could not blame the coolie for that, but he thought he was the instigator of the act of throwing filth, or else he would not have acted as he had done.

The Magistrate imposed a fine of \$5 and ordered Payne to pay \$7 compensation to the coolie for damaging his ricksha.



## INTERPORT CRICKET.

HONGKONG ALL OUT FOR 332.  
SHANGHAI 2nd INNINGS: 133 FOR SIX.

There was encouraging news from Shanghai yesterday evening. Hongkong has still a good chance of pulling off the Interport cricket match between Hongkong and Shanghai.

As reported in yesterday morning's issue Hongkong opened in a disappointing manner. In reply to Shanghai's big first innings score of 331, T. E. Pearce and A. A. Ramjahn—first pair in for Hongkong—went out for something under thirty, but when stumps were drawn on Wednesday the score had crept up to 72, with no further fall of wickets. Sayer was hitting out and had added an invaluable 33 not out whilst Quick was keeping his end up.

When play was resumed yesterday morning Sayer notched a further 24 to his over-night score before being sent back, whilst Quick made 21. Owen Hughes—one of our most promising local players of the younger generation—made 50. The score was creeping up steadily—134 for 5 wickets—and four of the first five wickets had turned over a good average. The sixth wicket saw no further addition, Wood, unfortunately, going out for a duck. According to yesterday evening's cable, Wild and Dods were still in, the former having scored 27 not out and the latter 18 not out. A cable received later states that the Hongkong men were all out at 4 p.m., making a total of 332, leaving them only 19 behind on the first innings; a very creditable performance. Today's scoring will be looked for with great interest.

According to a Reuter's cable when stumps were drawn Shanghai in their second innings had scored 133 for the loss of six wickets.

SHANGHAI.	
1st Innings.	
H. Ollerden, b. Young	50
A. A. Claxton, c. Owen Hughes, b. Quick	29
Capt. Barrett, c. Wood, b. Owen Hughes	60
H. E. Muriel	60
J. A. Quayle	0
A. W. Hayward	3
D. W. Lench	3
W. N. Hansell, c. and b. Owen Hughes	17
H. W. Allison	0
H. C. B. Peck, c. Ramjahn, b. Owen Hughes	42
S. Isaacs	2
Extras	10
Total	351

Bowling Analysis.	
R.	W.
F. N. Young	83
H. Owen Hughes	92
E. K. Quick	74
N. M. Omar	74

HONGKONG.	
1st Innings.	
T. E. Pearce, b. Quayle	5
A. A. Ramjahn, b. Isaacs	21
Rev. E. K. Quick, b. Quayle	21
G. R. Sayer, c. Claxton, b. Quayle	57
H. Owen Hughes, b. Isaacs	30
A. E. Wood, run out	0
R. H. Wild, not out	27
E. R. S. Dods, not out	18
Total (for six wickets)	179

R. H. Wild, E. R. S. Dods, N. M. Omar, F. N. Young, L. J. Davies, and Mr. "Extras" provided the remaining 133 between them.

## ATTEMPTED ARMED ROBBERY.

GOLDSMITH FIRED AT BY EXASPERATED ROBBER.

Lam Kwan, the accountant of the Yick Cheong gold and silver smith's shop, No. 62, Main Street, Kowloon City, had a very narrow squeak from being murdered by a gang of armed robbers on Wednesday night. Whilst he was in the shop, shortly before 8 o'clock, five men rushed in. One of them pointed a revolver at him. The resourceful accountant took the robbers by complete surprise; he cleared the counter with a startling leap and made for the street. Near the doorway the man with the revolver fired at him, the bullet just grazing his left side. Foiled in their attempt to rob the place the robbers took to their heels and scattered in all directions.

## THE BORDER TROUBLE.

WOUNDED CANTONESE SOLDIERS IN HONGKONG.

A number of Cantonese soldiers wounded in the recent fighting at Shun Chai have drifted down to Hongkong. On Wednesday eleven of them made their appearance at the Government Civil Hospital; six of them were admitted suffering from bullet wounds, and the other five, who were not so seriously wounded, were sent to the Tung Wah Hospital for treatment.

## THE COLONY'S WAR MEMORIAL.

ARRANGEMENTS FOR UNVEILING THE CENOTAPH.

The Cenotaph in Statue Square, the erection of which is now almost complete is to be unveiled on Empire Day—Thursday, May 24th, and the attention to those wishing to be present on the occasion is directed to an announcement which will be found among today's advertisements.

The Cenotaph is a replica of the imperial monument which was unveiled in Whitehall (London) on Armistice Day, 1920.

There is just one point of difference. The case of the Hongkong Cenotaph, which is 15 feet six inches wide at the base, is built on a large granite platform with six steps leading from the turf to the base. This additional platform adds considerably to the beauty of the monument as a whole. In the case of the London Cenotaph, as it stands in the centre of Whitehall, such a large space was not available for the designer to work upon.

The Hongkong Cenotaph is to be unveiled, on Empire Day, by His Excellency the Governor on behalf of the Colony and by that time it will be practically completed, though it is thought that the kerbing surrounding the newly laid turf will not be quite finished. The Cenotaph itself stands 35 feet in height and, as already stated, is 15ft. 6ins. across the face at the base and 8ft. 6ins. at either end. Above the wreath on the face are the Roman numerals M.C.M.XI., and underneath the wreath appear the three very significant words "The Glorious Dead." On either side of the face will be placed the flags of the Empire—White Ensign, the Union Jack and the Red Ensign. Sir Edwin Layton, designer of the Cenotaph and the Times Art Critic in an article at the time of the unveiling of the original monument in London, remarked:

"It is the common sense of the design that has surprised us." The article which discusses Sir Edwin's style of architecture is reproduced below.

The Cenotaph is not dedicated, to the Colony's dead, but to the dead of the Empire, and we understand that after the unveiling ceremony on Empire Day, which has been fixed for 5.30 p.m., His Excellency will place a wreath at the base of the monument and afterwards the general public will also be at liberty to do likewise, in memory of dear ones lost in the Great War.

A combined Guard of Honour will be furnished by the Royal Navy and the 2nd King's Regiment. There will also be on parade detachments from all Naval and Military and other units. The Bands of both the 2nd King's Regiment and Bombay Grenadiers will be present.

For the convenience of the public, stands are being erected round the site capable of seating 1,400 people. Admission will be by ticket, and though there will not be numbered seats, the Committee will only issue tickets for each stand to the number of people who can be comfortably seated. It is requested that everyone will be in their places by 5.10 p.m., at which time the troops will march on to ground, headed by the band of the Bombay Grenadiers, to take up their allotted stations.

Subscribers to the War Memorial should apply for tickets for themselves and families either to: Mr. J. Thayer, c/o Messrs. Butterfield & Swire, or to Mr. W. Galloway, c/o Messrs. Jardine, Matheson & Co., Ltd.

Tickets will also be distributed through the Naval and Military authorities, Ex-Active Service Men's Association, British Legion, Harbour Office (for Mercantile Marine Officers and Engineers) and Central Police Station. Members of the Community, not coming under any of these headings, may obtain tickets on application in the entrance to the City Hall on Saturday, Tuesday and Wednesday, between the hours of 10 a.m. and noon. In order to avoid disappointment, tickets should be applied for as early as possible. Applicants should ask for one ticket for each member of their family. There will be no charge for admission on to the stands.

## THE ART OF THE CENOTAPH.

NO BEAUTY WITHOUT COMMON SENSE.

In designing the Cenotaph Sir Edwin Layton has not tried to pile up a collection of architectural features but to design something that looks like what it is, a cenotaph. It is the common sense of the design that has surprised us, used, as we are, to anything but common sense in our monuments. It says simply and precisely what it has to say like a Greek Epitaph and people find that they prefer this to nymphs and wreaths and crowns and plasters all saying nothing in particular.

(Continued at foot of next column.)

## REISS BROTHERS, LIMITED.

WINDING UP ORDER MADE.

His Lordship the Chief Justice (Sir William Rees Davies), in the Supreme Court yesterday morning, heard a petition for the winding up of Reiss Brothers, Limited.

The petition was presented by Mr. F. C. Jenkin, and signed by the Hon. Mr. P. H. Holyoak.

It stated that the Company was incorporated in England on May 3th, 1920, and had registered offices at 28, Quay Street, Manchester. The Company also had offices at Queen's Building, Chater Road, and traded under the name of Reiss & Co. in Hongkong. The nominal capital of the Company was £1,250,000, divided into 1,250,000 shares of £1 each. The amount of capital paid up, or credited as paid up, was £280,454. The objects for which the Company was formed were to carry on in England, China, and elsewhere, the business of general merchants and commission agents. Mr. Holyoak in his petition said he had received a telegram from the head office of the Company, stating that they were unable to pay their debts, and were presenting a petition to the Court in England, praying leave that the Company might be wound up. Also, the Company was unable to pay its debts due in Hongkong. The petitioner, therefore, humbly prayed: (1) That Reiss Brothers, Limited, might be wound up by the Court under the provisions of the Company's Ordinance of 1911 (2) Or that such other order might be made in the premises as may be just.

Mr. Jenkin explained that the petition had been presented under section 245-6 of the Companies Ordinance on April 27th. Advertisements had been put in the local newspapers and one debtor had replied that he wished to be represented. That debtor was Mr. Robert Yip, and he was represented at Court by Mr. J. M. Hall.

He was asking for an order for the winding up of the Company, and for the continuation of Mr. A. R. Lowe as special manager, a position to which he had been appointed at the time of the presentation of the petition to Mr. Justice Gompertz. He added that the Official Receiver had been appointed Provisional Liquidator. The order was granted.

The success of Sir Edwin Layton is, indeed, a proof that we are beginning to understand something of the art of building; for he is not, like the popular architects of the past, learned in the imitation of past styles. If asked to build a church his problem—as we can see from his two churches in the Hampstead Garden Suburb—is not to make us think his new church is an old one but simply to build a good church, suited to its site and its material, and to the needs of modern congregations. His object when he designs mouldings is not to make it Gothic or Palladian, but to lay the right emphasis in the right place. In fact, he designs as a successful man writes, and says what he has to say without trying to use a certain vocabulary or certain images because they were used by great writers in the past.

But he is not ignorant or contemptuous of tradition he gives thought for the age's great men who have been solving problems he set out to solve; and he makes use of past experience just as if he were a designer of motor-cars. He knows that no one could build a better town house than Wren built; so when he builds a house in St. James' Square or the office of Country Life he gets all he can from Wren and does not try to design something utterly unlike any house that ever was seen. He knows that art which has no basis has no future. So you might call him eclectic, except that he chooses always on a principle and does not try to combine all the excellences in the same abstract and characterless perfection.

It is the particular problem that dictates choice—the problem of site, purpose and material; a building to him is not a building made of a town house, farm, church or public building. So his country houses are based on the old buildings of the neighbourhood; in Surrey he uses the pleasant old device of Surrey builders but, always for his own purpose and always for the object of making, not a picturesque collection of architectural features, but a house good to live in. Hence, no doubt his success; people find that his house and gardens are good to live in as well as pleasant to look at; and, in the long-run, no house will be pleasant to look at that is not good to live in. Beauty comes of solving the practical problem handily, not to sacrificing the inside to "precious" facade.

The greatest work of the architect is unfinished and far away; but with Mr. Baker, he is fortunate in having an opportunity such as comes to few modern architects, the creation of a new city. But India also is fortunate in that the Delhi buildings are being built in our time and not 50 years ago. Then the one question would have been—What shall we imitate? the Cloth Hall of Ypres? St. Peter's of Rome? or the Taj Mahal? Now for Sir Edwin Layton, that is not the question. He can forget all these in his particular problem of purpose, of site, and of material. He and other architects have greatly educated the public in the first principles of building; he has taught us, and we are beginning to see, that there may be beauty in architecture with common sense. (Reproduced from the Times of November 19th, 1920.)

## PLAGUE AND SMALLPOX IN HONGKONG.

THIS YEAR'S FIGURES.

MEDICAL OFFICER'S OPINION ON CONSUMPTION AMONG CHINESE.

The figures for smallpox and plague in the Colony this year are an improvement on those for the corresponding period last year. Interviewed by a Daily Press representative yesterday afternoon, the Acting Medical Officer of Health (Dr. W. G. Woodman) stated that there had been 146 cases of smallpox up to the 16th of this month, whereas at the corresponding date last year 107 cases had been notified. As the smallpox season is now drawing to a close, there is little prospect of any increase. Indeed, but for the continued cool weather the figures for smallpox would very likely have been even smaller than it is. Plague statistics are even more encouraging, though it is rather early to prophesy in view of the fact that the season has only just commenced. But last year, which was an unusually bad one for plague, 685 had been notified by the 16th May. This year cases number only 23, and all the indications go to show that the season will be a light one.

Dr. Woodman explained that many cases, both of smallpox and malaria, are imported into the Colony, and it is frequently impossible to tell whether the victim picked up the disease in Hongkong or elsewhere. Sixteen of the 164 smallpox cases already reported are definitely known to have been imported, but, beyond doubt, many of the others originated outside of the Colony. On the other hand there are undoubtedly a number of smallpox and plague cases which are not notified, as it frequently happens that the first intimation of a person suffering from the disease is when the authorities are asked to remove the corpse.

CONSUMPTION AMONG CHINESE.

Dr. Woodman added that the high death rate among the Chinese of the Colony was to be attributed not so much to diseases like plague and smallpox, but rather to consumption. This is a disease not noticeable either in Hongkong or in England, and for that reason it is difficult to give any figures referring to the number of sufferers.

Most of the smallpox cases during the year have come from the Island, but on the other hand Old and New Kowloon are chiefly responsible for cases of plague.

## A CHINESE CONSTABLE AND HIS WIFE.

WIFE DIES IN HOSPITAL FROM INJURIES.

Further details of Wednesday afternoon's West Point affair which led to the arrest of a Chinese constable, No. 532, on a charge of manslaughter of his wife, Lo Tsai Lam, are now available. It appears that the woman visited No. 7 Police Station, in the afternoon, for the purpose of seeing her husband, who is stationed there. According to eye-witnesses they were seen talking outside the station and the constable was seen to raise his foot and kick the woman, who was 22 years of age, in the left side of the back. The woman immediately collapsed. She was immediately removed to the Government Civil Hospital and died an hour and a half later as the result of a ruptured spleen. Directly after the alleged assault the constable picked up their little child, who had accompanied the deceased woman to the station, and carried it home. He then came back to the Station and gave himself up. He was granted permission to go to the Hospital to see his wife who by this time was dying, and judging from his action he was full of remorse over what had occurred. The constable was wearing rubber shoes at the time of the alleged assault. The case was mentioned at the Magistrate's, before Mr. Wood and the date of hearing was fixed for Friday, the 25th inst.

## BLAZE AT SHAKUWAN.

SIX MATSHEDS GUTTED.

Last night at about 9 o'clock a fire occurred at Shaukiwan resulting in the destruction of six matsheds, which were inhabited by the families of stonecutters. It is not yet known how the blaze commenced but when the Fire Brigade arrived on the scene it was found impossible to save the sheds. The structures, which were in close proximity to each other, rapidly caught fire one after the other and in a short space of time all six were gutted. All the inhabitants managed to get clear of the blazing sheds but up to the present the damage has not been estimated.

Walk-Over

SHOES

FOR

LADIES.

Walk-Over has made a big success by deserving it. They put into their shoes all the things that make shoes good.

If you've ever worn Walk-Overs, or if you have never had your feet fitted at a Walk-Over store, you are due to enjoy a new sensation when you feel the poise and foot-freedom in the Walk-Overs that were made for your feet. The Walk-Over that fits your feet is one of 195 lasts and one of 523 patterns.

Walk-Over

LANE, CRAWFORD, LTD.

FOR QUALITY &amp; STYLE.

## THE BAKERY DEPARTMENT

OF

CAFÉ WISEMAN

All Bread sold by Cafe Wiseman is made by machinery under the most scrupulously clean and hygienic conditions. The ingredients used are of the very finest quality obtainable. Purity and excellence guaranteed. The old methods of making Bread by hand have been entirely done away with. We have now obtained the services of an Expert European Baker.

Cafe Wiseman Bread can be had in the following kinds—Sandwich, Tin, Coburg, French, Vienna, Household, and Brown Bread.

LANE, CRAWFORD, LTD.

COLUMBIA  
REGAL  
RECORDS

\$1.00 EACH NET

SEND FOR NEW LIST

ANDERSON'S

2, QUEEN'S BUILDINGS.

TEL. C. 1322.

Powell

TELEPHONE C. 3146.

GENTLEMEN'S

BATHING COSTUMES.

These are in stock in a wide range of colourings in Pure Wool, Wool & Cotton and in Cotton Stockfinette A.S.A. Styles.

The Pure Wool have been made especially for us by the

JAEGER CO., LTD.

We invite inspection.



## NEW ADVERTISEMENTS

## NOTICE.

THE Public are hereby informed that JACKSON ROAD between QUEEN'S ROAD CENTRAL and DES VUEX ROAD CENTRAL will be CLOSED TO VEHICLE TRAFFIC from FRIDAY, 18th INST., until further Notice.  
E. D. C. WOLFE,  
Captain Superintendent of Police.  
17th May, 1923.

## HONGKONG WAR MEMORIAL.

## UNVEILING THE GENOTAPH.

5.30 P.M., 21st MAY, 1923.

SUBSCRIBERS should apply for Tickets as soon as possible to Mr. J. TRAYER, c/o Messrs. Butterfield & Swire, or to Mr. W. GALLOWAY, c/o Messrs. Jardine, Matheson & Co., Ltd.

Tickets will be distributed through Naval and Military Authorities, British Legion, Eastern Club, Harbour Office (for Mercantile Marine Officers & Engineers) and Central Police Station.

Other Sections of the Community may obtain Tickets in the Entrance to the City Hall on Saturday, Tuesday and Wednesday, 19th, 22nd and 23rd May, between the Hours of 10 A.M. and Noon.

Each Ticket admits One Person.  
There will be no charge for admission to the Stand.

## BANK HOLIDAYS.

In accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS on MONDAY, the 21st INST., Hongkong, 19th May, 1923.

## CLUB LUSITANO.

## AVISO.

São por este meio convidado todos os membros das associações portuguesas e os demais membros da comunidade portuguesa para se reunirem na Sala "Luiz de Camões" do Club Lusitano, na Sexta-feira, 18 do corrente, às 5.30 P.M., a fim de se tratar o projecto que se acha exposto no vestibulo do mesmo Club.  
P. A. ROSARIO,  
Secretario.  
Hongkong, 16 de Maio de 1923.

## THE HONGKONG SMALL INVESTORS' SHARE AND REAL ESTATE CO.

No. 3, Des Vaux Road. Telephone No. C 4306.

BUYERS OF CANTON INSURANCES.  
HONGKONG TRAMWAYS.  
PEAK TRAMWAYS.  
STAR FERRIES.  
YANBUCK INSURANCES.  
COLONIAL DISPENSARIES.  
HONGKONG REALTIES.

## THE HONGKONG JOCKEY CLUB.

THE THIRD GYMKHANA is held on SATURDAY, JUNE 2nd, 1923. Draft Programmes and Entry Forms may be obtained at the Race Course, Hongkong Club and Causeway Bay Stables.  
Entries Close Saturday, 19th May, 1923.

PROPOSALS FOR BEEF & MUTTON.—Office: DEPARTMENT QUARTERMASTER, PHILIPPINE DEPARTMENT, Manila. P.I. SEALED PROPOSALS, in Triplicate, will be received here until 11.00 A.M., MAY 22nd, 1923, and then opened for furnishing BEEF and MUTTON—Fresh Frozen. Further information on application.

## NEWS FROM THE OLD COUNTRY.

SEND 13/- and we will mail you regularly every week for 52 weeks a copy of any British Weekly Newspaper, such as: "Lloyd's People, Tit Bits, Pearson's, etc., etc." Hundreds of papers on our Big List mailed free. A different paper sent weekly, or the same publication for 52 weeks. 13/- pays for a year's subscription, including postage. Most unique and up-to-date service, greatly appreciated by members throughout the Empire.

Send 13/- to-day to PERIODICAL POSTING CO.,  
PLYMOUTH, ENGLAND.

## NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO. LTD.  
AND  
CHINA MUTUAL STEAM NAVIGATION CO. LTD.

CONSIGNEES per Company's Steamer "PHEMIUS" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 16th May.

Optional cargo will be landed, unless notice has been given prior to Steamer's arrival. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No claims will be admitted after the goods have left the Steamer's Godown, and all Goods remaining undelivered after the 22nd May, will be subject to rent.  
All Claims against the Steamer must be presented to the undersigned on or before the 31st June, or they will not be recognised.  
No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 16th May, 1923.

## INTIMATIONS

## PEAK TRAMWAYS COMPANY, LTD.

NOTICE IS HEREBY GIVEN that the ANNUAL ORDINARY GENERAL MEETING of SHAREHOLDERS of the above Company will be held at the Hongkong Hotel, Hongkong, on WEDNESDAY, the 23rd MAY, 1923, at 11.00 A.M., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 30th April, 1923.

The TRANSFER BOOKS of the Company will be CLOSED from Friday, the 18th May to Thursday, 24th May, 1923, both days inclusive.

PEAK TRAMWAYS CO. LTD.  
JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 16th May, 1923.

## UNION INSURANCE SOCIETY OF CANTON, LTD.

## NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FIFTY-FOURTH ORDINARY MEETING of the Society will be held at its Head Office, UNION BUILDING, Hongkong, on FRIDAY, 25th MAY, 1923, at 12.15 P.M., for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1922, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Society will be CLOSED from 11th May to 25th May, both days inclusive.

By Order of the Board,  
PAUL LAUDER,  
Acting General Manager.

Hongkong, 4th May, 1923.

## BRITISH TRADERS' INSURANCE CO., LTD.

## NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FIFTY-SEVENTH ORDINARY MEETING of the Company will be held at its Head Office, UNION BUILDING, Hongkong, on FRIDAY, 25th MAY, 1923, at 12.15 P.M., for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1922, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Company will be CLOSED from 11th May to 25th May, both days inclusive.

By Order of the Board,  
PAUL LAUDER,  
Acting General Manager.

Hongkong, 4th May, 1923.

## THE CHINA FIRE INSURANCE CO., LTD.

## NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FIFTY-FOURTH ORDINARY MEETING of the Company will be held at its Head Office, UNION BUILDING, Hongkong, on FRIDAY, 25th MAY, 1923, at 12.20 P.M., for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1922, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Company will be CLOSED from 11th May to 25th May, both days inclusive.

By Order of the Board,  
PAUL LAUDER,  
Acting General Manager.

Hongkong, 4th May, 1923.

## HONGKONG HIDE &amp; LEATHER CO., LTD.

## NOTICE IS HEREBY GIVEN that an

EXTRAORDINARY GENERAL MEETING of the HONGKONG HIDE & LEATHER CO., LTD., will be held at 57/59, Des Vaux Road Central, Victoria, in the Colony of Hongkong, on WEDNESDAY, the 23rd MAY, 1923, at 12 Noon, when the Subordinate Resolutions which were passed at the Extraordinary General Meeting of the Company held on the 14th day of May, 1923, will be submitted for confirmation as a Special Resolution namely:—

4. That \$1,656 of the unissued shares of \$10.00 be divided into 129,140 shares of \$4.00 each.

5. That the Capital of the Company be divided into two classes of shares namely 49,344 ordinary "A" shares of \$10.00 each and 129,140 ordinary "B" shares of \$4.00 each and that the provisions following in regard thereto have effect, that is to say:—

(1) The ordinary "A" shares aforesaid shall be those shares which are numbered 1 to 49,343 inclusive and one additional \$10.00 share which if and when issued shall be numbered 49,344.

(2) The ordinary "B" shares aforesaid shall be those unissued shares of \$4.00 each which, when issued, be numbered 49,345 to 177,485 inclusive.

(3) The said ordinary "B" shares shall be issued from the date of issue fully paid rank equally with the said ordinary "A" shares as regards dividend, transmissibility, conference or rights to vote and distribution of assets in the event of winding up.

(4) If the Company shall be wound up the surplus assets shall be distributed as nearly as may be among the members in proportion to the number of shares held by them at the commencement of the winding up. But this clause is to be without prejudice to the rights of the holders of shares issued upon special terms and conditions.

6. That the Articles of Association be amended by the deletion of clauses 107 and 128 thereof.

7. To consider the election of and to elect further Directors or Directors.

By Order of the Board,  
E. FEEPELLE,  
Acting Secretary.

SAFE, sure and Guaranteed Cure for Eruptions, Eczema, etc., in Four Weeks. Patients willing to be treated by Post are requested to write. Rs. 7 to 8 (\$3.50) Per Week. Full particulars Free under cover. "Sai" Wongs, Brandon Square (H.K.), Calcutta. (India)

SAFETY, sure and Guaranteed Cure for Eruptions, Eczema, etc., in Four Weeks. Patients willing to be treated by Post are requested to write. Rs. 7 to 8 (\$3.50) Per Week. Full particulars Free under cover. "Sai" Wongs, Brandon Square (H.K.), Calcutta. (India)

SAFETY, sure and Guaranteed Cure for Eruptions, Eczema, etc., in Four Weeks. Patients willing to be treated by Post are requested to write. Rs. 7 to 8 (\$3.50) Per Week. Full particulars Free under cover. "Sai" Wongs, Brandon Square (H.K.), Calcutta. (India)

SAFETY, sure and Guaranteed Cure for Eruptions, Eczema, etc., in Four Weeks. Patients willing to be treated by Post are requested to write. Rs. 7 to 8 (\$3.50) Per Week. Full particulars Free under cover. "Sai" Wongs, Brandon Square (H.K.), Calcutta. (India)

SAFETY, sure and Guaranteed Cure for Eruptions, Eczema, etc., in Four Weeks. Patients willing to be treated by Post are requested to write. Rs. 7 to 8 (\$3.50) Per Week. Full particulars Free under cover. "Sai" Wongs, Brandon Square (H.K.), Calcutta. (India)

SAFETY, sure and Guaranteed Cure for Eruptions, Eczema, etc., in Four Weeks. Patients willing to be treated by Post are requested to write. Rs. 7 to 8 (\$3.50) Per Week. Full particulars Free under cover. "Sai" Wongs, Brandon Square (H.K.), Calcutta. (India)

SAFETY, sure and Guaranteed Cure for Eruptions, Eczema, etc., in Four Weeks. Patients willing to be treated by Post are requested to write. Rs. 7 to 8 (\$3.50) Per Week. Full particulars Free under cover. "Sai" Wongs, Brandon Square (H.K.), Calcutta. (India)

## INTIMATIONS

## PARTICULARS

VALUABLE LEASEHOLD PROPERTY Situated at No. 13, WING HING STREET, VICTORIA, HONGKONG, To be Sold by Order of the Mortgagee

PUBLIC AUCTION, IN ONE LOT

THURSDAY, The 14th Day of JUNE, 1923, at 3 O'CLOCK P.M.

By Messrs. LAMBERT BROTHERS

As Auctioneers, DUNDRELL STREET.

THE Property consists of First ALL THAT piece or parcel of ground situated at Victoria in the Colony of Hongkong and registered in the Land Office as SECTION A of INLAND LOT No. 2168 together with the messuages erections or buildings thereon now known as No. 13, Wing Hing Street and Secondly ALL THAT strip of land at the rear of the said Section A of Inland Lot No. 2168 being a scavenging lane. All of which premises are held for the residue of the term of 75 years from the 15th day of May, 1916, created by the Crown Lease thereof together with the valuable machinery now situated in or upon the said premises at No. 13 Gordon Street.

Particulars and Conditions of sale may be obtained from Messrs. HASTINGS & HASTINGS, Solicitors, 8, Des Vaux Road Central.

Messrs. LAMBERT BROTHERS, Auctioneers, 1287

S.S. "CORDILLERE" SERVICES CONTRACTEURS DES MESSAGERIES MARITIMES.

## NOTICE

CONSIGNEES of Cargo from MARSEILLE, etc., and also Cargo of COMMISSAIRE RAMEL from COGNAC, HAVRE, etc., in connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong-Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after the 18th instant, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 22nd inst, 1923, or they will not be recognised.

All damaged packages will be examined on Friday, the 18th inst., at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

R. RODENFUSER, Acting Agent.

Hongkong, 12th May, 1923.

## TO LET.

OFFICES in UNION BUILDING—Four Rooms on Fifth Floor. Apply UNION INSURANCE SOCIETY OF CANTON, LTD.

## TO LET.

SEVEN-ROOMED DETACHED HOUSE with Tennis Lawn and Garage for Two Cars. Apply to PERCY SMITH, SETH & FLEMING.

Hongkong, 12th May, 1923.

## PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for Boxes—X.E.

## WANTED by Married Couple, no

Children, a Furnished or Partly Furnished HOUSE or FLAT at Peak or Lower Level. Apply Box No. X.M. c/o Daily Press Office.

## WANTED.—One or Two Good CHINESE

ARCHITECTURAL DRAWINGS MEN. Applicant to forward Samples of Drafting and applications by Letter only to the Hongkong Realty and Trust Co., Ltd., Powell's Building, Des Vaux Road Central.

## WANTED.—One Large ROOM or Two

Small, preferably on Ground or First Floor, in Centre of City, required as Offices about June.—Write "Z." Daily Press.

## COMFORT EYE

means better health and better results from your work, and if your eyes require glasses you have careful and expert examination in fitting the proper correction. Eye comfort requires also just as expert care in the manufacture and find it worth while to consult a reliable firm, devoted exclusively to optical work; over ten years experience in the Colony.

You will find no better equipment anywhere than in the office and factory of The Hongkong Optical Co., successors to Clark & Co., Manufacturing and Repairment of your glasses. Your will fracting Opticians, located in 53, Queen's Road Central.—Adv.

101

## INTIMATION

## WATSON'S

E

## WHISKY

Gives

Perfect Satisfaction

because it is a Skilful

Blend of the Best

Highland Scotch

WHISKIES,

of Great Age, matured

in well seasoned

Sherry Casks.

A. S. WATSON &amp; CO., LTD.

Wine &amp; Spirit Merchants

ESTABLISHED 81 YEARS.

Hongkong Office: 10A, Des Vaux Rd., C.  
London Office: 131, Fleet Street, E.C.

## The Daily Press.

Hongkong, May 15th, 1923.

## WAGES AND UNEMPLOYMENT

DURING the past few months, the unemployment returns in Great Britain have been showing steady improvement. A cable to-day tells us that last week they improved by 14,000. Unemployment statistics to hand by the latest mail from Home show that a month ago there were still more than 1,300,000 workers registered at the Exchanges as wholly unemployed, so that if the absorption continued to proceed at the rate of 14,000 a week, it would take nearly a couple of years to absorb them all. But it is futile to hope for such a consummation. The unemployed problem has existed even in times of the country's greatest industrial activity, and, at the best, it is only possible to hope for a large reduction of the present appalling total of people wholly unemployed. This possibility manifestly depends upon the continued progress of trade revival, and a writer in the Monthly Review, issued by Barclay's Bank, Ltd., very appositely points out that this progress will be retarded and may possibly be entirely suspended, by a recurrence of serious trade disputes. When the last mail left England, a strike of agricultural labourers, was proceeding in Norfolk. In the building trade, on the eve of the introduction of further measures to relieve the housing difficulty, the operatives had by a very large majority declined to accept conditions which in the view of the employers were the utmost which could be conceded. Among the coal miners, especially in South Wales, there was grave discontent and a strong movement was in existence to terminate the national wages agreement under which the industry has been relatively immune from disturbances since the termination of the 1921 dispute. In the Pottery, after protracted discussion, the suggested reduction in gross wages of 10 per cent had been rejected and a lock-out was threatened. Difficulties were being experienced also in the jute industry, in Dundee, while the danger of a stoppage among the officers and seamen

of the Mercantile Marine, and among electrical power engineers had only recently been removed.

As the writer in Barclay's Review remarks, relatively to the other countries, it is possible to the extent in so lengthy a list as that given by workers affected is but small.

But the dislocation caused by a stoppage of work cannot be measured in terms of the industries directly concerned, for reduced output and limited purchasing power in one direction react upon the whole community. It follows that the cost of labour disputes must always be much greater than the direct loss to the industries immediately concerned, and the establishment of an equitable basis for wages is therefore a matter of general concern.

Only a day or two ago while glancing at the Annual Reports of the Commissioner of Customs at Hongchow we came across a local illustration in point. It seems that the Seamen's Strike in Hongkong last year made itself felt even in that distant district, for we read that "the seamen's strike at Hongkong was felt seriously by the repercussion it had, as it forced a momentary stop to the supplies to Canton of the Lungching green tea."

It therefore, entitled less to growers as well as merchants. A consideration of this interdependence of one industry upon another leads Barclay's reviewer to remark that the problem is complicated by the fact that, under existing conditions, there is no possibility of dealing with it as a whole.

The interdependence of industry upon industry is admitted, yet each separate trade is nevertheless organised as if it were a water-tight compartment and, in the event of disputes arising, conciliation is necessarily limited to an attempt to bring together the employers and the employees in that particular industry.

While no one will deny that very great advantages can be and are secured by existing methods, yet it may be that having regard to the failure of wages in different industries to readjust themselves in an equitable manner in relation one to another, the time is not far distant, the writer suggests, when a much wider conception will have to be taken of the responsibilities involved in establishing a wage basis in a particular industry. It is possible, he points out, for both wages and profits to be too high in certain trades in relation to an average standard, and when the product is of vital importance to other industries the cost to the trade of the country may be far more than the amount represented by the inflated profits or wages. "Possibly," he says, "there is no remedy for this, other than the slow operation of economic law, but if some means could be found of hastening the removal of wage anomalies, a considerable step in the direction of a return to normality would have been achieved."

The supporters of the motion which was introduced in the House of Commons recently, affirming the socialisation of the country's industries to be desirable, would have gloried in support of this kind from such a source as Barclay's Bank.

Mr. E. Amon, the new Japanese Consul-General at Canton has arrived to relieve Mr. Fujita.

H.E. the Governor and Lady Stubbs are giving a ball at Government House on Saturday, June 2nd, in honour of the King's birthday.

The silk forwarded from here by the C.P.S. *Empress of Russia* on April 19th arrived in New York on May 12th having been 23 days in transit.

The House of Representatives at Peking has drafted regulations for the registration of trade marks, and forwarded them to the Senate for its concurrence.

Mr. Chen Hing-hon, the new managing-director of the Kwangtung Section of the Canton-Hankow Railway, is accusing the managing-director, Mr. Wen Liang-yi of having absconded with more than \$600,000 belonging to the railway administration.

News reached the Colony yesterday from Shanghai of the death of Mr. John Marshall Conway, who for about two years was sub-editor of the *Hongkong Telegraph*. He joined the *Shanghai Mercury* last December. Mr. Conway was well over 40 years of age when he came to the East and was unmarried. He saw active service in the Great War from 1916 to 1918, serving with the Rifle Brigade in France and Belgium. The late Mr. Conway's death will be regretted by his colleagues and friends in Hongkong.

Two cases of plague and three cases of small-pox were reported in the Colony on Wednesday, all Chinese. There was also one Chinese case of diphtheria, two Chinese cases of enteric fever, one Chinese case of cerebro-spinal fever and a Chinese case of purpural fever.

Among those who left by the *Empress of Asia* yesterday were Mr. and Mrs. H. Birkett, Mr. and Mrs. A. H. Compton, Mr. and Mrs. R. A. H. Conant, Mr. C. S. Gubbay, Eng.-Capt. H. L. Garwood, Mr. and Mrs. F. C. Hall, Mrs. J. H. van Gonnep Lahes, Madame L. Negro, Mr. G. N. Orme, Mr. J. A. Plummer and Mrs. G. G. N. Tinson.

Chinese Government railway returns for the year 1922 which are at present "only approximately" show a deficit of \$50,000 on the Canton-Kowloon line. The whole of the Government railways shows an approximate surplus of revenue over expenditure amounting to \$21,624,133, which is a little more than two millions below the surplus shown in 1921.

The *Canton Daily News* says that the newly appointed Salt Commissioner has asked the Generalissimo to allow the C.S. *On Yeh* to proceed to Hongkong to escort salt junk to Canton. It is stated that about one hundred of these junks are lying in Hongkong harbour or just outside it, and that they are afraid of being printed on the voyage to Canton.

The s.s. *Patishan*, as she was coming down the River from Canton on Wednesday night lost one of her propellers. She was able to proceed with the other, however, and arrived at Hongkong the next morning. She was later taken to Taikoo Dock where the necessary repairs will be effected, and she should be ready to continue on the run next Sunday night.

We learn from the minutes of the Chamber of Commerce in British North Borneo that the Hon. Mr. E. B. Hallifax, Secretary for Chinese Affairs, is shortly to visit Sandakan. All employers of labour who are members of the Chamber have been invited to offer suggestions for improvement in estate labour, etc., which might be picked before a meeting of the Chamber which Mr. Hallifax is to attend.

The Hon. Mr. W. D. Jupp has resigned the Chairmanship of the British North Borneo Chamber of Commerce and also his seat on the Committee. The official minutes state that the Committee accepted these resignations with regret and resolved to convey their thanks to Mr. Jupp for what he had done in the past, expressing the hope that on his return from Australia Mr. Jupp would again take an active interest in the work of the Chamber.

When an old Chinese was charged at the Magistracy, yesterday morning, with unlawfully having in his possession a revolver, Mr. el Arculli, for the defence, said that old man was on his way to Mauritius. He asked his Worship to take a lenient view of the case. He pointed out that the revolver was not in "good order and was much more likely to cause injury to the man who used it than to the person at whom it was pointed. Sub-Inspector Gright said that the Captain Superintendent of Police did not take a serious view of the case, and he was prepared to leave the matter in the hands of His Worship. The Magistrate imposed a nominal fine of \$5 and ordered the revolver to be confiscated.

The announcement that Mr. Yoshizawa, formerly Secretary of the Japanese Legation here, is to return to Peking as Minister, will be welcomed, says the *Far Eastern Times*, not only amongst the general foreign community, with whom Mr. Yoshizawa was deservedly popular; but in Chinese official and social circles, in both of which he has already a great many friends, as well. Mr. Yoshizawa represents the younger and more liberal type of Japanese diplomat, and his appointment to Peking serves to confirm the steadily growing impression that the Japanese Government is seeking to readjust its diplomatic relations with this country on more liberal lines than it has followed for several years past.

ARTIFICIAL COMPLEXIONS. The rules of various Arkansas school boards prohibiting girl students from using powder and paint have been upheld by the Arkansas Supreme Court as just and reasonable, four justices concurring and one dissenting. Miss Pearl Pugsley was expelled from the school for using lipstick, whereupon she commenced to fight for her rights, and attained national prominence and also much sympathy in the country where climatic conditions do not favour good complexions.



## CABLES.

**LATEST CABLES.**  
[THROUGH REUTER'S AGENCY.]  
**IRISH DEPORTEES.**  
DEPORTEES SAIL FOR ENGLAND.

LONDON, May 16th.  
As a result of *Habens Corpus* proceedings in the case of Art O'Brien, the Irish deportees, numbering about a hundred and including a dozen women, sailed for England this morning after being detained for two months in Dublin prisons.

They were escorted to the steamer by a large armed guard.

**DETAILS OF THE DEPORTEES DEPARTURE.**

LONDON, May 16th.  
The Irish deportees have arrived at Holyhead.

Details of the departure from Dublin show that it was still dark when the men left Mountjoy Prison and marched silently two miles to the steamer through the empty streets, where considerable military precautions had been taken. The secrecy of the proceedings circumvented any demonstration by sympathisers.

The women deportees, who were driven to the steamer in motor tenders, cheered shrilly and sang the soldiers' song en route. They broke into renewed singing and cheering on the vessel departed, but there was no audience except the escort aboard and the sentries ashore.

**O'BRIEN PROSECUTES THE HOME SECRETARY.**

LONDON, May 16th.  
In the House of Commons, in answer to a question, the Rt. Hon. W. C. Bridgeman stated that Art O'Brien was bringing proceedings against him as Home Secretary in the King's Bench Division for damages for false imprisonment, and penalties and disability imposed by certain statutes of Richard II. and Charles II. (Laughter.) He said that O'Brien was also bringing an action for damages for illegal arrest and false imprisonment with treble costs.

**MATTER DISCUSSED IN HOUSE OF LORDS.**

LONDON, May 16th.  
The Government is considering a separate Bill with a view to giving the Home Secretary certain powers which the O'Brien *Habens Corpus* proceedings have shown he does not possess.

The matter was raised in the House of Lords yesterday, by a motion by Lord Russell, that the executives' retention of the powers of arrest without trial was not justified.

The Lord Chancellor declared that the motion was unacceptable, because it laid down a policy for the future. He said that the Government had instituted an enquiry into the State law on the subject for without desiring to go behind the decision of the Court of Appeal, it was desirable that the Government, if necessary, should keep special powers which could be exercised when occasion required.

Earl Grey said that he would support a Bill merely indemnifying the Home Secretary for this particular act, but the Bill must not prejudice future action. He declared that "No arrests without trial" was the foundation of the country's liberties. The motion was withdrawn.

According to the *Manchester Guardian*, the Government will later introduce a Bill dealing with seditious acts in Great Britain directed against Dominion Governments.

**EARLIER CABLES.**

LONDON, May 16th.  
Art O'Brien has been charged at Bow Street with seditious conspiracy, and his case adjourned, bail being refused.

**CANADIAN TELEGRAPHIC RATES.**

LONDON, May 16th.  
The Government-owned Imperial Cable has further reduced its fully-paid cable rates to Canada from ten pence to nine pence, and the deferred rates are now four pence.

**U.S. OIL EXPLOITATION. ALIEN PROHIBITION REGULATIONS REVOKED.**

WASHINGTON, May 16th.  
On an appeal by the Roxana Petroleum Corporation the Secretary of the Interior, Mr. Work, has revoked the regulations prohibiting the leasing of mineral and other rights on lands allotted to Indians, but will enforce the 1920 law forbidding the leasing of public lands to nationals of countries where reciprocity does not obtain. The act is considered not to be applicable to privately-owned Indian lands.

**OIL COMPANY'S PROFITS. NETHERLANDS CONSOLIDATED OIL COMPANY'S DIVIDEND.**

THE HAGUE, May 16th.  
The Netherlands Consolidated Oil Company has declared a dividend for 1932 of six and a half per cent, nine hundred and fifty thousand florins of the profits being transferred to the Extraordinary Reserve Account, but this may be distributed subsequently.

**ANATOLIAN RAILWAYS. FINANCIAL GROUP MAY ACQUIRE CONTROL.**

LONDON, May 16th.  
An agreement has been signed between a British financial group and a Swiss bank for the purpose of acquiring control of the Anatolian railway and affiliated companies. The British have offered French and Italian groups an opportunity of participation. The French have not yet replied, whilst the Italians have agreed to discuss the matter in London in a fortnight.

**A RUSSIAN EXPEDITION.**

LONDON, May 16th.  
In view of the uncertainty of Anglo-Russian relations, the Russian authorities in London announce that the Soviets have decided to abandon the preparations for the present year's Kara Sea expedition.

**ARGENTINE AND L.O.N.**

BUENOS AIRES, May 16th.  
The Government has decided to ask Congress to sanction payment of the Argentine's overdue contributions to the League of Nations, and ratify the country's membership of the League.

**BRIGHTER OUTLOOK AT HOME.**

LONDON, May 16th.  
Unemployment in Britain last week fell by fourteen thousand.  
The cost of living declined four points last month, and is now seventy per cent. above the pre-war standard.

**PAN-PACIFIC CONFERENCE.**

LONDON, May 16th.  
Britain has appointed four delegates to the Pan-Pacific Scientific Congress, to be held in Australia.

**PROFESSIONAL GOLF. RECORD ESTABLISHED BY KIRKWOOD.**

LEADS, May 16th.  
The American professional golfers, Hagen, Sarazen and Hoffer, now in England for the British open championship at Troon, on June 14th, competed in the qualifying round of the *Yorkshire Evening News* 1700 tournament at the Haddingley course, which began yesterday in wretched weather. The Australian, Kirkwood, to-day went round in 67, beating the record for the course, which is 68, established yesterday by the Croyham professional Reginald Wilson. The aggregates were: Kirkwood 139, Wilson and Havers 143, Crapner 144, Robson 145, Duncan 146 James Braid, Walter Hagen and Abe Mitchell 147, Vardon 150, and Sarazen 151. Ray, Maaszy and Hoffer did not qualify.

**OBITUARY.**

**MR. GEORGE JAY GOULD.**

MENTON, May 16th.  
The death has occurred at Cap Martin of Mr. George Jay Gould.  
[Mr. George Jay Gould, one of America's greatest financiers had been President of the Texas and Pacific Railway since 1893, and Chairman and Director of numerous other companies and railways. He became a member of the New York Stock Exchange 1888. Deceased was in his sixtieth year.]

**CULTIVATING PERFUMES.**

A process—the invention of M. Daniel, Professor of Botany at Rennes—by which the perfume of flowers is greatly increased was explained before the Académie des Sciences in Paris on April 9th.  
By taking two plants of the same species and grafting one on the other—notably a wormwood on a chrysanthemum—he found not only that the grafted wormwood developed remarkably, but its flowers gave forth a perfume much more powerful than that of the original plant. Moreover, the chrysanthemum had given to the wormwood flower something of its own perfume. M. Daniel collected the seeds of the grafted wormwood, and the following year obtained from them some very fine plants. They had this notable feature—while the flowers of some of the plants emitted a perfume similar to those of the original graft, others were absolutely without odour.

**FAR EASTERN CABLE NEWS.**

[THROUGH REUTER'S AGENCY.]  
**THE LINCHING OUTRAGE.**  
REMOVAL OF CAPTIVES CONFIRMED.

TSAOCHANG, May 16th.  
The report regarding the removal of the captives has been confirmed. Yang I Teh (Head of Chihli Police Force) and Wu Yu Lin (Minister of Communications) and a delegation are to proceed to the bandits' stronghold to-morrow.

**TROOPS AND BRIGANDS CLASH.**  
The troops and the brigands came into conflict at Hanchuang this morning. It is believed that a number of the brigands attempted to join their comrades at Paotsuku, but were driven back. The number of casualties is known.

**A HITCH IN THE NEGOTIATIONS.**

PEKING, May 16th.  
The latest reports from Shantung indicate that the negotiations may be protracted. The officials accused the bandits of not keeping faith but of making continual fresh demands. The bandits similarly accused the officials, stating that the troops have not been withdrawn, but are firing on the strongholds and sniping the bandits going up and coming down.

Wu Yu Lin has not yet gone to the bandit stronghold.

A French bishop and a doctor who went to see Musso to try and obtain his release, were refused admission by the bandits, but they handed to the bishop a letter stating that Musso was being well looked after in a quiet spot. The letter also urged the officials to withdraw the troops, stating that if they were withdrawn a settlement could be made within a week.

**MR. GERSHOM STEWART'S SUGGESTIONS.**

LONDON, May 16th.  
In the House of Commons, Mr. Gershom Stewart suggested that in view of the Linching outrage the Government should consider the possibility of arranging, by international agreement, through the League of Nations or otherwise, for the more effective control of the main trunk railway lines in China by the formation of a Chinese Gendarmerie, with foreign officers, or some other force able to protect railway passengers and goods.

Mr. Ronald McNeill, Under Secretary of State for Foreign Affairs, said the question of measures to secure the better protection of foreign lives and property on Chinese railways was already being considered by the Government in consultation with the British Minister to Peking, to whom Mr. Stewart's suggestions would be telegraphically referred.

**THE CHALLENGE TO EUROPEAN PRESTIGE.**

LONDON, May 16th.  
In a letter to the *Times* on the Linching outrage, Brigadier-General Sir C. G. Bruce, G.O.M.G., is of the opinion that the worst aspect of the matter is the open challenge by the Chinese to the prestige of Europeans. The challenge of the Oriental to the Occidental. This is a striking commentary on the farce played at Washington in regard to the abolition of extraterritoriality, and the utter inability of the so-called Chinese Government to preserve law and order. The West is mostly too occupied with trying to save the civilisation of Europe from trouble about the East, but the British Empire, if it continues in this view, will finally lose its Asiatic possessions and world prestige. Were an international commission immediately appointed and faced with the facts as they are in China to-day, much might be done to help the Chinese instal a Government able to govern and restore law and order, and capable, with outside assistance of putting the chaotic finances of China on a firm basis; but until the lawless armies of the Tchuans were curbed and dealt with, as they could be by foreign aid and assistance, a beginning was not in sight.

[BY COURTESY OF "THE DAILY BULLETIN"]

**DR. MERTON'S RETURN.**

TSAOCHANG, May 16th.  
Dr. Merton, who has returned from the brigands, says that the general health of the captives is good.

Mr. Musso has greatly improved. Mrs. Verca was again offered her freedom, but she decidedly refused, and insisted upon staying with her husband. The food is of fair quality and quantity, and the water is pure and plentiful. The bandits confirm that they want the troops withdrawn, a foreigner's pledge for subsequent immunity from punishment and their reinstatement in the army.

(Continued at foot of next column.)

**THE RADIO MEETING. HON. MR. FLETCHER EXPLAINS THE GOVERNMENT'S ATTITUDE.**

**A WARNING TO "LISTENERS IN."**

The Colonial Secretary (the Hon. Mr. A. G. M. Fletcher) attended a meeting of the Hongkong Radio Society at the Volunteer Headquarters yesterday evening, and gave a long and interesting address on the attitude of the Government towards broadcasting in the Colony.

The meeting was presided over by Mr. J. H. Donihore, who was supported on the platform by the Hon. Mr. Fletcher, and the Secretary, Mr. D. Tolan.

The CHAIRMAN remarked that the meeting had been called in order to secure an exchange of views from members on the subject of radio and broadcasting, and to have from Mr. Fletcher a statement of the Government's policy. He assured Mr. Fletcher that they appreciated his attendance, and added for the information of members that Mr. Fletcher would have been with them at their inaugural meeting, but for the fact that his letter of invitation had been mislaid. Before asking Mr. Fletcher to address the meeting, the CHAIRMAN said that they had been fortunate in securing these headquarters as a temporary meeting place, and on their behalf he wished to thank Lieutenant-Colonel L. G. Bird for the use of the premises. He also thanked the *Hongkong Telegraph* for their efforts on behalf of radio and wireless, and for giving birth to the Society.

In conclusion he remarked that the Society had sent a letter to the Government on May 1st, enclosing the resolution asking them to expedite the granting of a provisional license for radio broadcasting to any company applying. A reply had been received stating that the subject had been referred to the Secretary of State for the Colonies, and until the Government heard from him, no license could be granted.

Mr. FLETCHER, at the outset of his remarks, explained that he had come rather to receive information than to impart it. He hoped to gain some useful information for the Government. At the present time the Government had in its service no officer who had specialised on the subject, and in their deliberations they had relied entirely upon outside information and assistance. He remarked at this point that he was indebted to Mr. Melville Smith, for the little smattering of knowledge he himself possessed on the subject. Last November the Government had appointed a small Committee consisting of Mr. Melville Smith, Lieutenant Money of the Navy, and Commander C. W. Beckwith R.N. (Chairman) to go into the subject of wireless telegraphy and radio telephony in the Colony. In their report the Committee were strongly of the opinion that the Colony should have a Government wireless expert. Mr. Fletcher added that as a result of that expression of opinion the Government had sent to the

(Continued on next column.)

[BY COURTESY OF THE "DAILY BULLETIN"]

**CHINA ASSOCIATION, SHANGHAI.**

**BELIEF THAT FOREIGN INTERVENTION WOULD BE WELCOMED.**

SHANGHAI, May 16th.  
At the annual meeting of the China Association, held yesterday, Mr. E. F. Mackay, presiding, said that the Association considered that China, under the present conditions of misrule, required (1) disarmament and disarmament of the troops under foreign supervision, with the necessary foreign financial assistance; (2) policing of the main trunk railway lines under foreign officers; and (3) a funding loan under foreign control to place China's finances on a sound basis. These would be temporary measures until stable conditions were established to the satisfaction of the Powers concerned.

Mr. E. F. Mackay said that the "Young China" claim for the abolition of extraterritoriality cannot be seriously considered in view of the present conditions in China, as there did not appear to be any indication of any improvement in the near future, while the reform of China's judicial system, and also the police, sanitary and other municipal administrations, receive such scant attention.

Referring to the Linching outrage, Mr. Mackay said that the Association had telegraphed to the London Committee requesting them to strongly urge the British Government to take steps with other Governments to insist upon immediate measures for the effective disarmament of the troops under foreign supervision with foreign financial assistance, stating that he believed that foreign intervention would be welcomed by the officials and a large section of the Chinese public, and that the Association considered that the situation justified the demand for effective foreign management of the main trunk railway lines, the policing of some under foreign officers, and that no opportunity should be lost by the foreign Governments to demand measures of the widest possible scope in order to put a stop to the military misrule, which was not only a danger to life and property, but a fundamental obstacle to all reform.

The resolution was communicated to the British Chamber of Commerce and the American Association, both of which Mr. Mackay believed, had taken similar action.

Secretary of State for the Colonies and asked that a man be sent from Home, trained as an electrical engineer, and one who had specialised in wireless. The Committee went on to make recommendations with reference to a station at Cape D'Aguilar; compulsory wireless on passenger ships, and licenses for wireless telegraphy or radio telephony. The Committee stated that radio telephony was in a very elementary stage in this Colony, and in their opinion there was little likelihood of its developing from a commercial point of view as far as long range work was concerned. They thought the Government should encourage wireless telegraphy and radio telephony experiments, and should issue licenses for receiving and transmission. They further recommended that a station be set up at the Observatory. The Government were in communication with the Chamber of Commerce on this matter, and it was suggested that a separate station should be set up for transmitting, and the Observatory would do its own broadcasting, warning of approaching storms, typhoons, etc., and broadcasting weather reports, and time signals. The Committee also suggested the formation of a Radio Branch of the Defence Corps. The Government had approved this, and had sent Home for apparatus.

With regard to the Society's letter of the 1st May, asking the Government to grant provisional broadcasting licenses, on the face of it the matter appeared simple enough, but the Government, after enquiring very carefully into the matter had found the subject literally bristling with difficulties. They had been given to understand that a certain amount of confusion did exist in the United States and in the United Kingdom, owing to the hasty and premature arrangements for broadcasting that had been made in the early stages. They were only too anxious to avoid making mistakes. They had asked the Secretary of State for the Colonies for details of the way in which the Government controlled radio broadcasting in England, and for a copy of the regulations in force. He was given to understand that in a place such as Hongkong they could only have, properly speaking, one broadcasting company. Actually five applications had been received, in addition to several enquiries on the subject. One of these applications came from a newspaper, three were from business firms, and one was from a Chinese firm. It was very difficult to arrive at any satisfactory conclusion as to which firm, or even whether any firm, should be granted the license. Take the Chinese firm. They might specialise in Chinese music; the Hotel might broadcast music from a hotel roof garden; and the newspaper might broadcast Reuter's telegrams. These questions had to be considered and the Government was anxious to arrange for the best system and the best type of broadcasting possible.

It was here that the Society could be of assistance to the Government. For instance, they might be able to persuade these enterprises to combine, and bring out a joint programme which would provide the greatest pleasure for the greatest number. He thought, though, that the editing of a broadcasting programme would be a most invidious and unpleasant task, and he only hoped it would not fall on his own shoulders, or those of any Government servant.

They always had to consider that the license might be granted to a Company which would provide a poor programme. There was then the point of commissioning to consider, and the question of the "sets" themselves, whether they should be of British manufacture or otherwise. Only one make of set would have to be allowed in the Colony, the reason being that the Company which contracted to broadcast would probably only do so on condition it was given the monopoly of selling receiving sets. They had also to consider whether a man should be debarred from using a machine he had made himself. Many of those present in all probability had not the slightest desire to listen in to programmes of music, but rather wished to amuse themselves by practicing and experimenting. How far was this type of enthusiasm to be permitted? In all these matters the Government hoped to profit by the experience gained hitherto in England. Were they to accept the Society's proposal to grant a provisional broadcasting license to any firm that applied there would be at least five companies starting at once. The thing was really impracticable. The Government were not possessed of any sort of instruction, but they did think it best to hasten slowly in this matter, rather than act prematurely.

There was no objection to selling wireless receiving sets in the Colony, but the Government reserved the right to withdraw the permission of sets should be wanted that the Colony should not be flooded with inferior apparatus which might eventually militate against the success of broadcasting in Hongkong. They warned the people therefore, that the right to listen in might be withdrawn at any time, and special conditions or taxes might be imposed.

Colonel Davy, in order, as he said, to open discussion, addressed the gathering on the aspects of radio and broadcasting as seen from the Military point of view. They would readily understand that in a country like this, and especially in the New Territories, where communications were difficult, there were considerable possibilities for radio, in the way of providing military information in the event of trouble. For this reason alone the Military Authorities were taking a very close interest in the subject, and in the attitude of the Government. They thought, however, that whatever was eventually done as to the granting of licenses to broadcasting companies, the giving of licenses to individual listeners-in, and for reception purposes, should be very strictly controlled. The Government would have to control broadcasting arrangements to prevent confusion, and to enable the Military Authorities to have at their disposal a system of real value for defensive purposes. The same argument applied to the arrangements for reception.

The CHAIRMAN then asked whether any members would like to ask Mr. Fletcher any questions.

One gentleman speaking with regard to the sale of receiving sets, suggested that it would be better if the Government did not grant a monopoly to any firm. Many amateurs preferred to make their own sets. He added that the B.B.C. Company in England sold sets at £3 each, and out of this there was a ten-shilling tax, whilst other people had to pay a tax of 17/6 for an experimental set. It was very difficult to find out those people who really possessed sets, and it was generally realised that in England two-thirds of the people who listened in did not pay tax. That was not a desirable state of affairs for Hongkong, and it was his opinion that there should be one bed rock tax to be imposed on all listeners-in, whether for experimental sets or otherwise. They should also try and prevent the erection of indoor aerials.

Another gentleman asked whether the Government intended to wait for a reply from Home before issuing any rules or regulations.

Mr. FLETCHER replied that that was the intention. When the new expert arrived from Home he would be able to assist them in drawing up these rules and regulations. The Government was simply safeguarding itself in the meanwhile by allowing receiving sets and reserving the right to impose any conditions they thought desirable.

Mr. A. Hicks then asked whether subject to applications being made for licenses, if the persons making the applications were willing to abide by the conditions, would they then be allowed to install receiving sets.

Mr. Fletcher replied in the affirmative. He pointed out that some of these receiving sets were undoubtedly liable to set up oscillation and interfere with other people. It might be possible for the Society later on to arrange for the erection of a directional receiving set which would pick these people up.

Mr. Hicks then pointed out that Mr. Fletcher had suggested that there might be some difficulty in the granting of provisional licenses for broadcasting because of the number of interests applying. It had occurred to him that the Government would eventually have to give a decision with regard to granting a permanent license for broadcasting. Surely it could do the same with regard to provisional licenses. In any case if a provisional license were granted it could always be rescinded after interference had been caused with other stations. He could see no objection.

Mr. Fletcher replied that the objection was not so much one of interference as of the method by which these provisional licenses were to be granted. These people who applied for the licenses would require some return for their investment, and as far as he could see it would have to take the form of a tax. In England he understood the tax was issued in respect of certain receiving sets only, and a very useful suggestion had been made for obviating the natural confusion that would arise in Hongkong. He referred to the suggestion of a bedrock tax on all sets.

Mr. Hicks said he understood that one company had offered to set up broadcasting apparatus with no sort of condition of return at all.

Mr. Fletcher said the Government had had no such application before it. Mr. Onon, of the Hongkong Hotel Electrical Company, said it would take longer to get sets out from England than it would from the United States. It would only be a matter of three weeks from America, as against two months from England. A vote of thanks was returned to Mr. Fletcher, and this concluded the business of the meeting.



## THE GOUROCK ROPEWORK CO., LTD.

## BIRKMYRE'S PATENT

— PROOFED —

## TARPAULIN CLOTH

"H" FOR SHIPS HATCHES .. 36 inchs. wide  
 "OM" MOTOR CAR HOODS .. 54 " "  
 "N" RICKSHAWS .. 50 " "

ALL LONG FLAX CANVAS

GRASS BLEACHED CANVAS

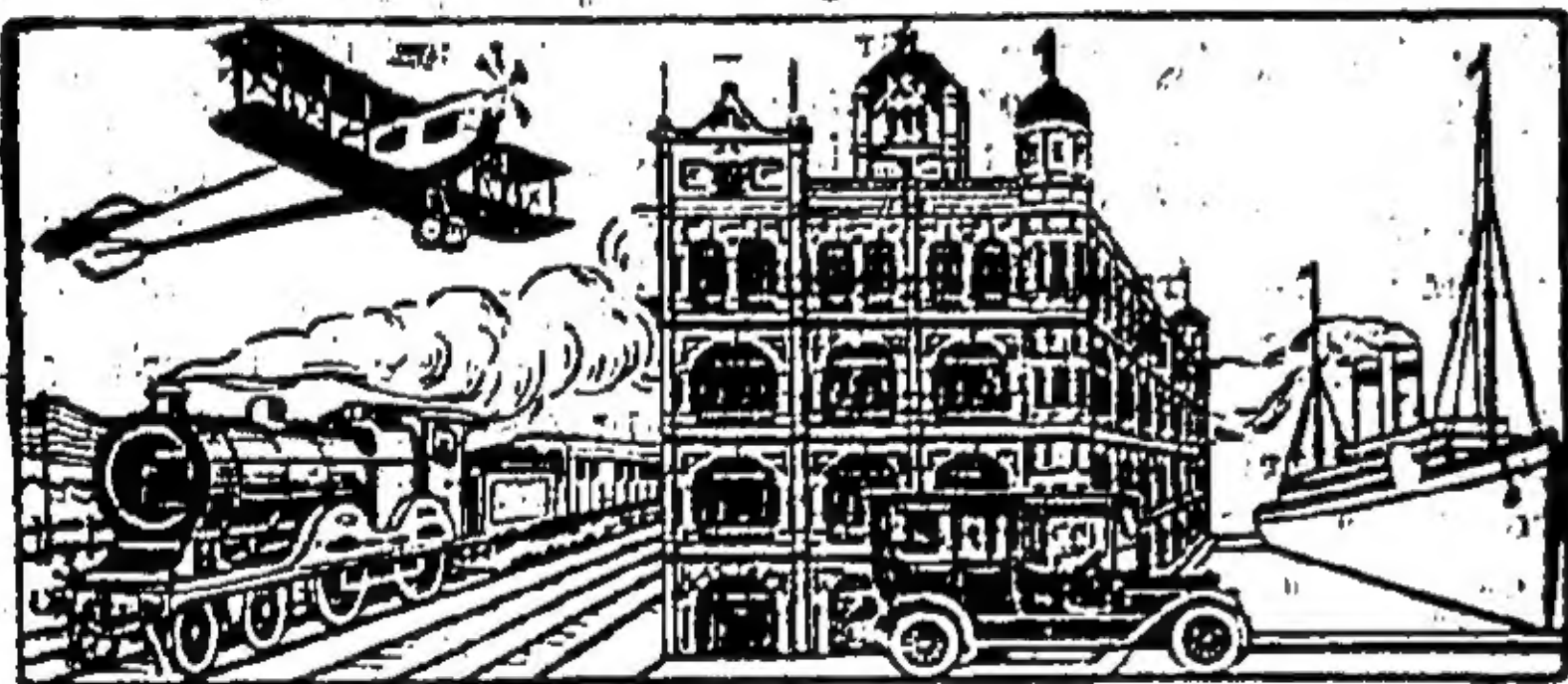
LANE, CRAWFORD, LTD.

TEL. 1741.

## BRIMFUL OF ENERGY

Two of the main reasons why so many people are lacking in energy are imperfect digestion and constipation. If your stomach and liver are not doing their work effectively your system will not be properly nourished. If your bowels are irregular a certain amount of waste matter will be retained in the system which will adversely affect the purity of the blood. Now, Beecham's Pills have an excellent effect upon the digestive and eliminatory organs and exercise a tonic and energizing influence upon the system generally. If you would be healthy, energetic and cheerful you should take a few doses of this reliable medicine.

BEECHAM'S PILLS.



FIRST QUALITY

## English Varnishes

FOR

HOUSES, SALOONS OF SHIPS, RAILWAY COACHES,  
 MOTOR CARS, FURNITURE, LOCOMOTIVES, etc., etc.

MANUFACTURED BY THE

Oldest Firm of Varnish Makers in the World.

FULL STOCKS at our HONGKONG BRANCH.

Wilkinson, Heywood &amp; Clark, Ltd.,

(Incorporated in the United Kingdom)

ALEXANDRA BUILDINGS, HONGKONG.

TOLSTOI'S LOVE-LETTERS  
A PRIG OF TWENTY-EIGHT.

The love-letters of which the following are extracts were recently for the first time printed in English in *John's Weekly*. They were written by Tolstoi in 1886 and 1887, when he was twenty-eight years old, to a young girl, Valeria Arsenyevna. On his return from fighting in the Crimea Tolstoi met Valeria, the daughter of one of his neighbours, and fell in love with her. Years afterwards the letters were given by Tolstoi to Paul Biryukov. Countess Tolstoi forbade their publication until after her death, and they were included in the third edition of Biryukov's biography of Tolstoi published in Berlin in 1921.

Shortly after their meeting, Valeria went with her family to Moscow to be present at the coronation of the Czar Alexander III. In August, 1886, she wrote home, describing the festivities in glowing terms, and Tolstoi replied in a tone of high priggishness: "To love high society and not man is dishonest," he said, "and even dangerous. For more rubbishy people are to be met in high society than in any other society, and for you it has no value, for you are not in high society yourself, and therefore your relations, based on a pretty little face and current patterns, would not be at all pleasant or dignified."

The "GOOD" AND THE "SILLY" IN TOLSTOI. After Valeria came back, Tolstoi decided that their love ought to be put to the test of absence, and he left St. Petersburg for two months. On his way he wrote the following amazing letter from Moscow:

"November 2nd, 1886, Moscow.  
 "This morning I got up and felt with joy that my first thought was of you and that I am sitting down to write, not in order to fulfil the promise, but because I long to, and feel drawn to write to you. Throughout the journey, your favourite, the silly man, got completely out of hand and talked such nonsense and made such absurd, although enchanting, plans that I began to be afraid of him. The upshot of it was that he wanted to go back in order to return to Simskovo, to say all sorts of silly things, and never more to part from you."

"Happily, I have long since got into the way of despising his arguments and I did not pay any attention to him. But when he began to reason, then his friend, the good man, whom you do not love, also began to reason, and beat the silly man to smithereens. The silly man said that it was silly to risk the future, to tempt oneself and to lose even one minute of happiness. 'You are happy when you are with her, look at her, listen, talk,' the silly man said, 'then why do you deprive yourself of this happiness? Perhaps you have only one day, only one hour before you, and perhaps you are so constructed that you can't love long, and this is, after all, the strongest love that you are able to feel, if only you gave yourself freely to it. Then, is it not nasty on your part to respond with such a cold, judicious feeling to her pure, devoted love?'"

The silly man said all this, but the good man, although a little confused at first, replied thus: "In the first place, you lie when you say that I am happy with her; it is true I feel joy in listening to her, in looking into her eyes, but this is not happiness, nor is it even a good joy, which may be excusable in a mortier, but not in me. Then, often I feel it painful even to be with her, but the chief reason is that I don't lose what you call my happiness, and am happy even now with her when I am not seeing her. As for what you call my cold feeling, I must tell you that it is a thousand times stronger and better than your feeling, although I check it. You love her for the sake of your own happiness, but I love her for the sake of her happiness."

"This is how they have been arguing, and the good man is right a thousand times over. Do love him a little. If I were to surrender to you, and the silly man's feeling, I know that all that could come of it would be a month of tumultuous happiness. I surrendered myself to it before I went and I felt that I was becoming bad and dissatisfied with myself; I could only speak to you in tender absurdities, of which I am now ashamed. There will be time for this, and a happy time! I thank God that he gave me the idea and supported me in the intention of going away, for I could not have done it by myself. I believe that he guided me for our mutual happiness."

"It is excusable in you to think and to feel as the silly man does, but in me it would be disgraceful and a sin. I already love in you beauty, but I am only beginning to love in you that which is eternal and ever precious—your heart, your soul. Beauty one could get to know and fall in love with in one hour and cease to love it as speedily; but the soul one must learn to know. Believe me, nothing on earth is given without labour, even love, the most beautiful and natural of feelings."

## LOVE AND THE SOVIET.

"Forgive me this silly comparison. To love as the silly man does is to play a song without keeping time, without accents, always with the pedal down, with emotion, thereby giving neither oneself nor others true pleasure. But in order to give oneself up to the emotion of music, one must first check oneself, labour, work, and believe me, there is not a delight in life that can be had without work. Everything is acquired through labour and hardship. But the more difficult the labour and hardship, the higher the reward."

And there is a great work ahead of us—to understand one another and to preserve each other's love and respect. Do you really think that, if we gave way to the silly man's feeling, we should understand each other now? We should think we did, and then we should notice a huge gulf, and, having wasted our feeling, on silly love making, we should not be able to bridge it over by anything. I guard my feeling as a treasure, because it alone is capable of uniting us firmly in all our views of life, and without this there is no love. I expect our correspondence to do a great deal towards this. We shall discuss calmly; I shall try to fathom each word of yours, and you will do the same, and I don't doubt that we shall understand one another."

(Continued at foot of next column.)

Elto  
Detachable 3 H. P. Twin  
Cylinder BOAT MOTORDesigned and Manufactured  
by Ole Evinrude  
The Master Mind of Motor Boat Construction

The ELTO Motor can be easily attached to the stern of any small craft, converting it at once into the finest motor boat—built and designed by Mr. Ole Evinrude—the master and pioneer in boat motor construction. Made of the highest quality materials, its durability and speed have been proven by the constant use of thousands of satisfied owners and by the many victories attained in speed contests throughout the world.

**Principal Features**  
 Weight, 22 lbs., 3 H. P. Underwater exhaust. Wedge construction. (propeller) instantaneous starting. Automatic tilting when striking obstructions. Smooth and quiet running. Steering from any part of the boat.

**AGENTS** EVERYWHERE are aware of the constant demand for this wonderful motor and we invite correspondence from reliable business firms to represent us. Liberal sales conditions and commissions.

Elto Outboard Motor Co.  
 Manufacturers Motor Bldg.  
 MILWAUKEE, WISCONSIN, U.S.A.  
 Cable address: ELTO Milwaukee

Get That  
Pesky Corn with  
"Gets-It"  
At All Chemists

THE NEW PAIN REMEDY.  
**THERAPION No. 1**  
**THERAPION No. 2**  
**THERAPION No. 3**  
 No. 1 for Rheumatism, No. 2 for Headache, No. 3 for Neuralgia, No. 4 for Gout, No. 5 for Gravel, No. 6 for Sciatica, No. 7 for Pains in the Back, No. 8 for Pains in the Limbs, No. 9 for Pains in the Chest, No. 10 for Pains in the Stomach, No. 11 for Pains in the Bowels, No. 12 for Pains in the Urinary Organs, No. 13 for Pains in the Genitals, No. 14 for Pains in the Skin, No. 15 for Pains in the Muscles, No. 16 for Pains in the Joints, No. 17 for Pains in the Bones, No. 18 for Pains in the Nerves, No. 19 for Pains in the Blood, No. 20 for Pains in the Lungs, No. 21 for Pains in the Heart, No. 22 for Pains in the Liver, No. 23 for Pains in the Spleen, No. 24 for Pains in the Pancreas, No. 25 for Pains in the Gallbladder, No. 26 for Pains in the Bladder, No. 27 for Pains in the Uterus, No. 28 for Pains in the Vagina, No. 29 for Pains in the Prostate, No. 30 for Pains in the Testes, No. 31 for Pains in the Epididymis, No. 32 for Pains in the Vas Deferens, No. 33 for Pains in the Seminal Vesicle, No. 34 for Pains in the Utricle, No. 35 for Pains in the Ampulla, No. 36 for Pains in the Ejaculatory Duct, No. 37 for Pains in the Urethra, No. 38 for Pains in the Penile Urethra, No. 39 for Pains in the Spongy Urethra, No. 40 for Pains in the Bulbourethral Gland, No. 41 for Pains in the Prostatic Gland, No. 42 for Pains in the Seminal Gland, No. 43 for Pains in the Utricle, No. 44 for Pains in the Ampulla, No. 45 for Pains in the Ejaculatory Duct, No. 46 for Pains in the Urethra, No. 47 for Pains in the Penile Urethra, No. 48 for Pains in the Spongy Urethra, No. 49 for Pains in the Bulbourethral Gland, No. 50 for Pains in the Prostatic Gland, No. 51 for Pains in the Seminal Gland, No. 52 for Pains in the Utricle, No. 53 for Pains in the Ampulla, No. 54 for Pains in the Ejaculatory Duct, No. 55 for Pains in the Urethra, No. 56 for Pains in the Penile Urethra, No. 57 for Pains in the Spongy Urethra, No. 58 for Pains in the Bulbourethral Gland, No. 59 for Pains in the Prostatic Gland, No. 60 for Pains in the Seminal Gland, No. 61 for Pains in the Utricle, No. 62 for Pains in the Ampulla, No. 63 for Pains in the Ejaculatory Duct, No. 64 for Pains in the Urethra, No. 65 for Pains in the Penile Urethra, No. 66 for Pains in the Spongy Urethra, No. 67 for Pains in the Bulbourethral Gland, No. 68 for Pains in the Prostatic Gland, No. 69 for Pains in the Seminal Gland, No. 70 for Pains in the Utricle, No. 71 for Pains in the Ampulla, No. 72 for Pains in the Ejaculatory Duct, No. 73 for Pains in the Urethra, No. 74 for Pains in the Penile Urethra, No. 75 for Pains in the Spongy Urethra, No. 76 for Pains in the Bulbourethral Gland, No. 77 for Pains in the Prostatic Gland, No. 78 for Pains in the Seminal Gland, No. 79 for Pains in the Utricle, No. 80 for Pains in the Ampulla, No. 81 for Pains in the Ejaculatory Duct, No. 82 for Pains in the Urethra, No. 83 for Pains in the Penile Urethra, No. 84 for Pains in the Spongy Urethra, No. 85 for Pains in the Bulbourethral Gland, No. 86 for Pains in the Prostatic Gland, No. 87 for Pains in the Seminal Gland, No. 88 for Pains in the Utricle, No. 89 for Pains in the Ampulla, No. 90 for Pains in the Ejaculatory Duct, No. 91 for Pains in the Urethra, No. 92 for Pains in the Penile Urethra, No. 93 for Pains in the Spongy Urethra, No. 94 for Pains in the Bulbourethral Gland, No. 95 for Pains in the Prostatic Gland, No. 96 for Pains in the Seminal Gland, No. 97 for Pains in the Utricle, No. 98 for Pains in the Ampulla, No. 99 for Pains in the Ejaculatory Duct, No. 100 for Pains in the Urethra.

## WORLD THEATRE

THURSDAY to SATURDAY (17th to 19th May),  
 at 5.15 P.M. and 9.15 P.M.

WANDA HAWLEY

in

## TOO MUCH WIFE

She Gave Her Husband Perfect Freedom.  
 But Insisted Upon Enjoying It With Him.

2.30 &amp; 7.15 p.m.

"THE GREAT REWARD"

Thursday and Friday:—Episodes 1 & 2.  
 Saturday to Tuesday:— " 3 & 4.

USUAL PRICES.

BOOKING AT THE THEATRE.

Just Received:—

## MANILA HATS for LADIES.

Popular Designs and Various Colours

at

ATTRACTIVE PRICES

Early Inspection Solicited.

## SWATOW DRAWN WORK CO.,

16, Des Voeux Road Central, Hongkong.

P. O. Box 445.

Telephone No. 2880.

## AILSA CRAIG

## MARINE MOTORS

A first-class British-made Motor at a reasonable price.

1 Cylinder to 6 Cylinders  
 4 B.H.P. to 50 B.H.P.

Prices and particulars from

SOLE AGENTS:

DODWELL &amp; CO., LTD.,

Telephone C. 1030.

Machinery Dept.

## ASAHI BEER

SPECIALLY BREWED FOR EXPORT

DAI NIPPON BREWERY CO.

LIMITED

TOKYO, JAPAN.

SOLE AGENTS

MITSUI BUSSAN KAISHA, LTD.

HONGKONG.



**A Welcome Visitor**  
 at any time in every household. Every one has a fly, beetle, moth, etc., etc., and it is a nuisance to have them. Keating's Fly and Beetle Powder is the best remedy for them. It is a fine white powder, and it kills them at once. It is a great help to have it in the house. It is a fine white powder, and it kills them at once. It is a great help to have it in the house.

**Y**  
 The Y brand is the best brand of soap. It is a fine white powder, and it kills them at once. It is a great help to have it in the house. It is a fine white powder, and it kills them at once. It is a great help to have it in the house.



## JAVA-CHINA-JAPAN



REGULAR FORTNIGHT SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	DEPARTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJISONDARI	NORTH CHINA	19th May	21st May	BILLITON & BATAVIA
JJILIWONG	JAPAN	20th May	24th May	MAKASSAR & SOERABAYA
TJISALAK	UNITED STATES	24th May	25th May	BANKA, BILLITON & JAVA

Wireless Telegraphy  
The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a daily qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia. For Particulars of Freight and Passage apply to the

JAVA-CHINA-JAPAN LIJN.



# VEREENIGDE NEDERLANDS CHE SCHEEPVAARTMAATSCHAPPIJ

(United Netherlands Navigation Company)  
HOLLAND-OOST AZIE LIJN

(Members of the Straits, China and Japan Conferences).

Regular monthly service between  
JAPAN PORTS, SHANGHAI, HONGKONG AND MANILA  
AND  
AMERICAN, ROTTERDAM, HAMBURG AND BREMEN  
Sailings, subject to alterations.

Arrivals from Europe.  
S.S. "OLDEKERK" ... 5th June.  
S.S. "SALIER" ... 3rd July.

Sailings to Europe.

Steamers	For	Sailing on or about
"OOSTERK" ...	Rotterdam, Amsterdam, Hamburg & Bremen	23rd May.
"OLDEKERK" ...	Amsterdam, Rotterdam, Hamburg & Bremen	30th June.
"OLDEKERK" ...	Rotterdam, Amsterdam, Hamburg & Bremen	15th July.

For full particulars, please apply to—

JAVA-CHINA-JAPAN LIJN.

General Agents.

Yok Buildings

## THE EAST ASIATIC CO., LTD.

COPENHAGEN.

The M.S. "CHILE"

Will be loading for GENOA, VALENCIA, DUNKIRK, ROTTERDAM,  
AMSTERDAM, HAMBURG, COPENHAGEN and other  
SCANDINAVIAN PORTS.  
About 23rd May, 1923.

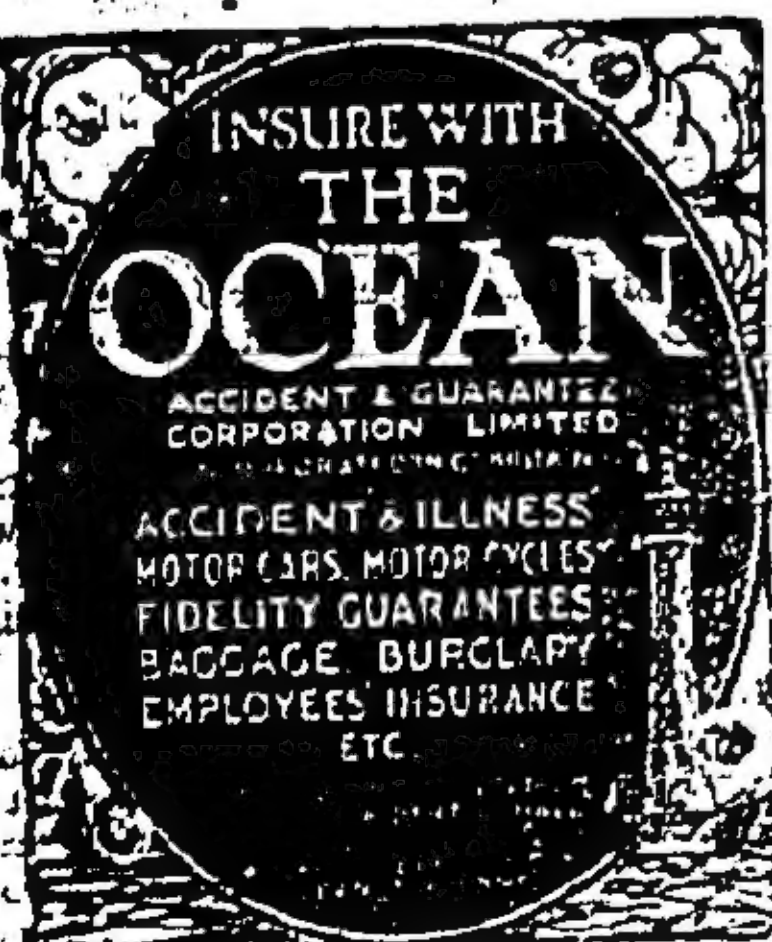
Further Sailings	Expected on or about	Will leave for above ports on or about
M/S. "Malaya" ...	12th May	18th June
M/S. "Panama" ...	2nd June	9th July
M/S. "Bolivia" ...	10th July	17th August
M/S. "Australia" ...	25th July	31st August
M/S. "Java" ...	25th August	30th September

Subject to change without notice.

For further particulars please apply to—

JOHN MANNERS &amp; CO., LTD.

Agents.



SHANGHAI OFFICE—  
64, PRINCE ROAD.  
AGENTS for Hongkong  
and South China.  
DODWELL & CO., LTD.  
TELEPHONE 1080. 2, QUEEN'S BLD.

## UNCLAIMED TELEGRAMS.

The following unclaimed telegrams are lying in the Great Northern Telegraph Company's office at Hongkong—

Address: From  
Roxburgh, Hongkong Hotel ... Yokohama  
Hoy ... Hamburg  
Repits ... Shanghai  
Meiro ... Nishikaratu

Mrs. Whittle President ... Osaka  
Dover Jones, Isolation Hospital ... Radio, Empire of Australia, Otago  
7183 ... Shanghai  
Limpoo ... Amoy  
Joolong ... Amoy

The following is a list of unclaimed telegrams lying in the Eastern Extension, Australasia and China Telegraph Company's office at Hongkong—

NUMBER ADDRESS FROM  
9890/15th Rajendrasingh, Quetta  
9893/15th Sadagar, 5th Temple, Victoria, B.C.  
9899/15th Todd ... Bathmore

## A MANUFACTURER OF JOKES

CONFESSIONS OF WRITER OF POPULAR FARCE.

The writing of a popular farce is the subject dealt with by a correspondent in the *Full Mail Gazette*. He writes:  
"Since finishing 'Nightie Night' confessions Adelaide Matthews, I have discovered why writers of humour have a reputation for being the most serious people in the world. The sad and sober business of manufacturing laugh is enough to make anyone serious; the realisation of this is what takes all the fun out of trying to be funny."

To produce a laugh offhand under the stimulus of the good company is easy; it is being done every day, and no one thinks anything about it. But to sit down in front of a typewriter and in cold blood transmit to paper something that you feel will produce a laugh six months or a year hence, is quite another story, for a typewriter is a sorry exchange for good company and the monotonous click of the keys anything but laugh-inspiring. Then, too, much depends on one's mood. What seems irresistibly funny one day seems lamentably sad the next. In writing farce this is a real obstacle. It is such a temptation to play Penglone and destroy at night all one has accomplished during the day.

SOBER JUDGMENT.

This is one of the great advantages of collaboration; two persons so seldom agree upon destroying the same line. But a funny situation, while side-splitting at the beginning, often ceases to be funny, mildly amusing even, when one has lived and suffered and died with it for twenty-four hours. This, then, is where sober judgment must step in. Otherwise the greatest farce in the world might never get beyond the first scene. For in writing farce one cannot depend wholly on one's sense of humour. Sense of humour must be backed up by judgment; and the better the judgment the better the farce. As my grandmother once said to me in telling me how to make a certain sort of biscuits for which she was justly famous: "A pinch of this, a dash of that, and a bit of something else." "But just how much of each?" I asked. "I can't follow directions like that." "That's where you'll have to use your judgment," she replied. "And if you haven't any judgment, you'd better not try to make them. And this is what I have discovered about farce. You may have all the ingredients, including even a plot, but you are liable to have a terrible time putting them together if you haven't acquired a good farce judgment."

DIRECT HITS.

A laugh is a first impression. An audience can't analyse what has been said, decide it is funny and then laugh about it. What ever the point is, it must hit them right between the eyes.

They must laugh first and think afterwards, and if in thinking of it afterwards they laugh again, so much the better for the work you have done. But first of all the audience must laugh, for laughter is the life of farce. The difficulty is to retain your first impression.

You hit on what seems an excruciatingly funny situation, and you think it is funny through several sieves of rewriting. Then comes a day when you say to yourself: "I wonder if this is so funny after all?" This is a danger signal, the point where you would undo all the work you have done, were it not for the judgment that tells you the first impression was good; stick to that.

But having written a farce, the worst is yet to come; if you are lucky it is to be produced, and then—the first night. I think there can be no keener torture in the world than to have written something you feel to be truly funny until that psychological moment when the curtain rises on the opening performance.

Your spirits run in exact opposition to the curtain, with the same degree of speed. You wonder why you did it; you wish you hadn't. You wonder how long the curtain will stay up; how long the audience will stand it.

If they had known of this form of agony at the time of the Spanish Inquisition, they would have used it as their pet performance.

Then when you have stood the strain just as long as you can, the audience kindly laughs. You catch your breath and come back. As the play progresses, they laugh some more, and you realise they are laughing at the same things you laughed at in the first place. So far your judgment has held good.

When the curtain goes down you feel as if you had lived a thousand years, and you know that what you have done must now stand on its merits. Your part in it is over. The rest is on the knees of the gods.

## RICHEST MAN IN THE WORLD.

FORTUNE OF MR. ROCKEFELLER, JUN.

Mr. John D. Rockefeller, junior, has probably displaced his father as the richest man in the world. He is the owner of Standard Oil stocks with a market value of \$410,074,399 (about £20,000,000), which yield an income of \$11,946,622 (about £2,252,000), according to an analysis made by the Wall-street news agency of the evidence given at the recent Senate investigation into the petroleum industry. Of an aggregate of 45,726,757 shares of nine Standard Oil companies, in which he is a stockholder, he holds 7,638,390, or approximately one-sixth. More than a quarter of his Standard Oil shares are those of the California Company.

The same evidence shows that the elder Mr. Rockefeller is no longer the holder of even 1 per cent. of the stock of any of the companies he founded. When the Standard Oil of New Jersey was split up by order of the Courts in 1911, he held 24.8 per cent. of its stock; now he has not a single share. In the case of the Standard Oil Company the largest stockholder is his son, his daughter, Mrs. Edith Rockefeller McCormick, or one of his foundations for educational and medical research.—Times.

The Earl of Mar and Kellie has been appointed to the office of Hereditary Keeper of Stirling Castle.

## CORONA



Price Reduced to  
\$110.00.

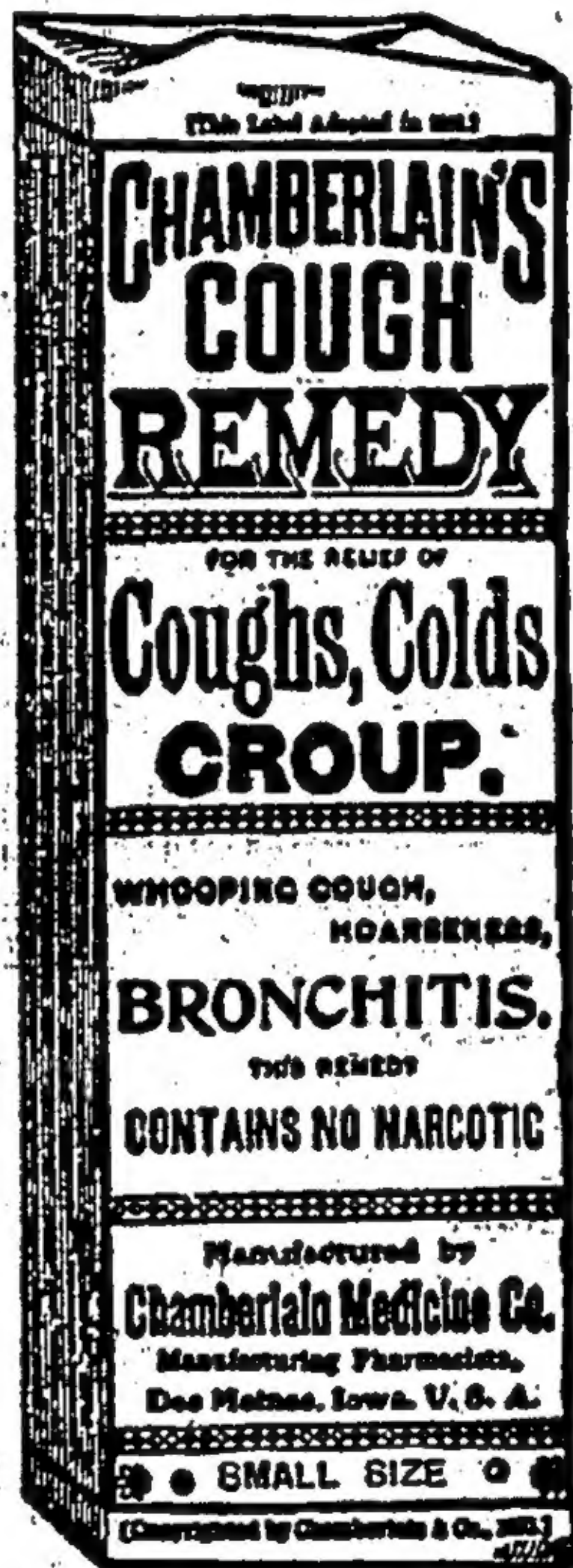
Immediate Delivery.

ALEX. ROSS &amp; CO.

(CHINA), LTD.

Bank of China Building.

Tel. C. 2487.

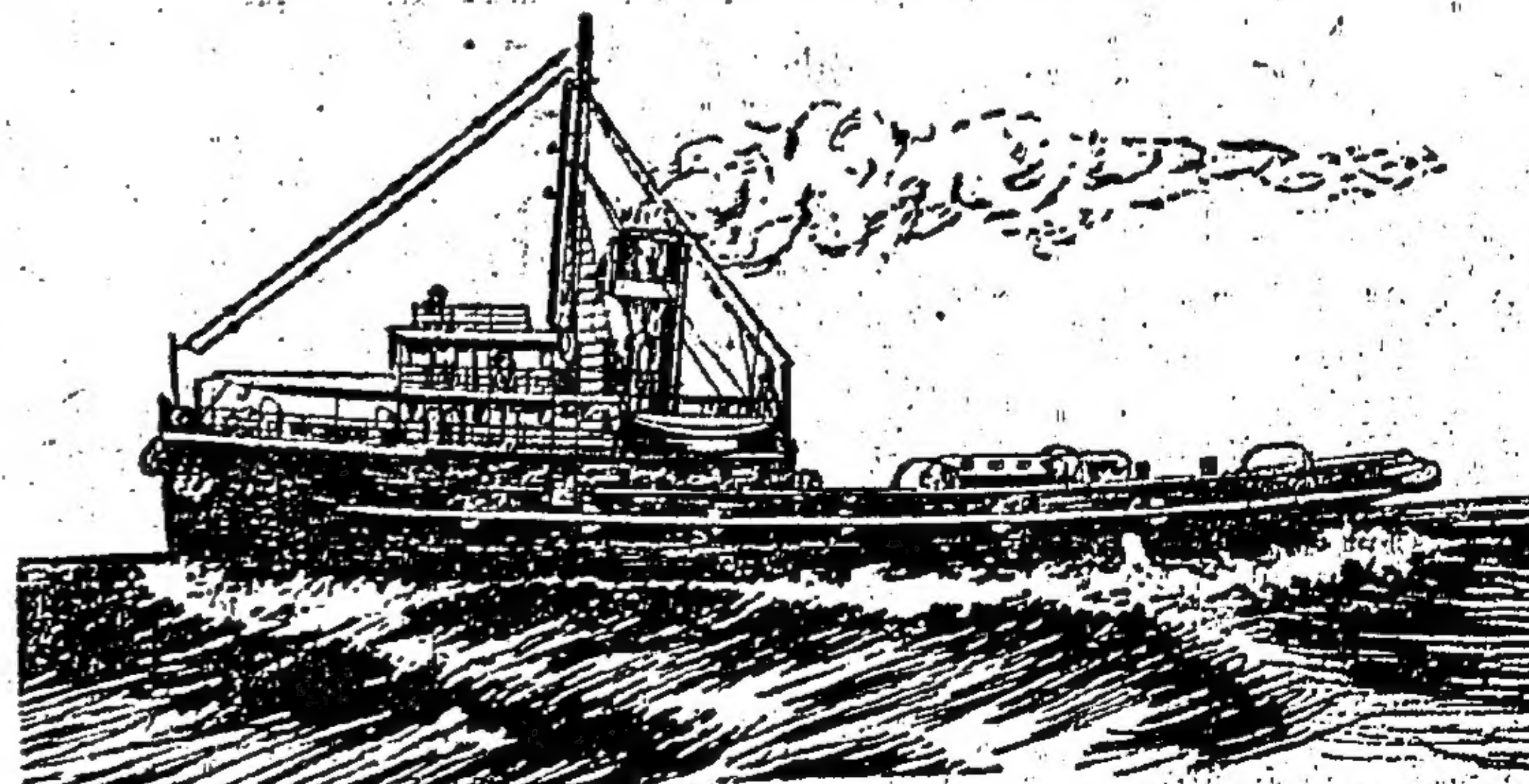


## The HONGKONG &amp; WHAMPOA DOCK Co., Ltd.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONGKONG.

Codes Used: A.I., A.B.C. Fifth Edition; Engineering: First and Second Edition; Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.



Steel Twin Ocean-going Tug and Salvage Steamer

"Henry Keswick"

Built, engined and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong for their own service. 1921. Length 167' D.P., Breadth 34' (m) Depth 17' (m) I.H.P. 2000. Fitted with electrically driven submersible and centrifugal pumps, air compressor, wireless, searchlight and all modern appliances for Salvage Work.

Please address enquiries to the Chief Manager:

R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hongkong.

## INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

HAIPHONG via HOIHOW	"TUNGSHING"	Friday	18th May, 10 a.m.
SHANGHAI via SWATOW	"YUENSANG"	Friday	18th May, Noon
MANILA	"YUENSANG"	Friday	18th May, 3 p.m.
TIENSIN	"CHEONGSHING"	Saturday	18th May, Noon
BANGKOK via HOIHOW	"CHUNSHANG"	Sunday	20th May, 10 a.m.
SHANGHAI via SWATOW	"KWONGSANG"	Sunday	20th May, 10 a.m.
BANGKOK via SWATOW	"HOISANG"	Tuesday	22nd May, Noon
TSINGTAU via SWATOW	"FOOSHING"	Tuesday	22nd May, Noon
SHANGHAI via HOIHOW	"FOOSHING"	Tuesday	22nd May, Noon
SHANGHAI via SWATOW	"LOKSANG"	Friday	25th May, Noon
SANDAKAN	"HINSANG"	Saturday	26th May, 3 p.m.
SHANGHAI via SWATOW	"ESANG"	Sunday	27th May, Noon
KOBE via MOJI	"LAISANG"	Monday	28th May, 7 a.m.
STRAITS & CALCUTTA	"HOSANG"	Wednesday	30th May, 3 p.m.
STRAITS & CALCUTTA	"LAISANG"	Friday	18th June, 3 p.m.

Calcutta Line—This Line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with wireless and carry a fully-qualified Surgeon.

Shanghai Line—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained through Bill of Lading and are issued to Northern and Yangtze Ports via Shanghai.

Manila Line—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

Haiphong Line—Sailings approximately weekly for passengers and cargo calling at Hoihow when inducement offers.

Borneo Line—Fortnightly sailings to and from Sandakan by two 15,000 tons steamers, "HINSANG" and "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken of through Bills of Lading for Royal Jettison, Labuan, Tawau and Lahad Dava.

Tientsin Line—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chiaoow.

Bangkok Line—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

## CALCUTTA LINE

S.S. "HOSANG" will be despatched on or about  
Wednesday, 30th May at 3 p.m., for SINGAPORE, PENANG  
& CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT  
SWATTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson &amp; Co., Ltd.

GENERAL MANAGER.

TELEPHONE: CENTRAL No. 15

## GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA &amp; JAPAN SERVICE

OUTWARDS.

HOMWARDS.

Vessel	Due Hongkong	Vessel	Leaves Hongkong	Discharges
"GLEN GARRY" ...	19th May	"GLENARIFFE" ...	23rd May	Genoa, London, Rotterdam and Hamburg
"GLEN TARA" ...	4th June	"GLENAMOX" ...	1st June	London, Rotterdam and Hamburg
"GLENIFFER" ...	18th June	"GLENARIFFE" ...	21st June	London, Rotterdam and Hamburg
"CARNARVONSHIRE" ...	2nd July	"GLENARIFFE" ...	21st June	London, Rotterdam and Hamburg

Movements are subject to change without notice.

For freight or further particulars please apply to—

Jardine, Matheson &amp; Co., Ltd.

The Glen Line, Ltd., AGENTS.

Telephone: Central No. 215 sub-47, 25 and Central 2586







**"ELLERMAN LINE"**

(ELLERMAN &amp; BUCKNALL S.S. CO., LTD.)

UNITED KINGDOM &amp; CONTINENT SERVICE.

## OUTWARDS.

S.S. "CITY OF MANCHESTER" 5th June ... Shanghai, Kobe &amp; Yokohama.

## HOMEWARDS.

S.S. "CITY OF TOKIO" 5th June ... Marseilles, London &amp; Hamburg.

## PASSENGER SERVICE.

S.S. "CITY OF TOKIO" 5th June ... Marseilles, London &amp; Hamburg.

S.S. "CITY OF MANCHESTER" 2nd half July ... Marseilles, London &amp; Hamburg.

CITY OF TOKIO, "C" CLASS STEAMER - Fare: Hongkong-London ... 25/0 0/0

Subject to change without notice.

For further particulars apply to—

THE BANK LINE, LTD.  
(Tel. Central 7507)

HOLYOAK, MASSEY &amp; CO., LTD., CANTON.

**BOSTON AND NEW YORK**

Joint Service of the

**"BLUE FUNNEL" LINE**

OCEAN S.S. CO. LTD. AND CHINA MUTUAL S.S. CO., LTD.

AND

**AMERICAN & MANCHURIAN LINE**

(ELLERMAN &amp; BUCKNALL S.S. CO., LTD.)

## Sailings from Hongkong.

S.S. "CITY OF BIRMINGHAM" ... via Suez Canal ... 25th May.

S.S. "OANFA" ... via Suez Canal ... 5th June.

S.S. "CITY OF PITTSBURG" ... via Suez Canal ... 10th June.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD &amp; SWIRE or THE BANK LINE, LTD., HONGKONG.

HONGKONG AND CANTON. HOLYOAK, MASSEY &amp; CO., LTD., CANTON.

**M. MESSAGERIES MARITIMES M.**

## SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hongkong and Sailing for Shanghai and Japan.	Probable Sailings from Hongkong for Marseilles.
AMBOISE	...	...	25th May
CORDILLERE	...	...	11th June
ANGERS	...	...	25th June
CHILI	...	...	8th July
PORTOS	...	...	23rd July
ANGKOR	...	...	8th Aug.

## RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and Free Doctor's Attendance).

A CLASS (1st Class) ... 55.00.00. B CLASS (1st Class) ... 80.00.00.

STEAMERS (2nd) ... 68.00.00. STEAMERS (3rd) ... 62.00.00.

Through Tickets to London and Landing Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

S.S. "MEINAM" loading for HAVRE, ANTWERP &amp; DUNKIRK, about 29th May.

MESSAGERIES MARITIMES CO.,

2, Queen's Building, Telephone, Central 740.

CONSIGNATION—TRANSHIP—REPRESENTATION.

**DOUGLAS STEAMSHIP CO., LTD.**

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good

accommodation for First-Class Passengers, Electric Light and Fans in staterooms.

Saloons and Excellent cuisine

FOR

**SWATOW, AMOY & FOOCHOW**

AND RETURN

(Occupying 9 or 10 Days)

HAIHONG ... Capt. W. C. Passmore ... Friday, 18th May, at 1 p.m.

HAIPOONG ... Capt. E. H. Walker ... Tuesday, 22nd May, at 12 Noon

HAIHING ... Capt. J. R. Thomson ... Friday, 25th May, at 1 p.m.

Arrivals and Departures from the Company's Wharf, (near Blakes Pier)

For Freight and Passage apply to—

DOUGLAS LAPRAIK &amp; CO.,

General Managers.

**JAPAN COAL**

AND

**GENERAL IMPORTS & EXPORTS**

AGENTS FOR—

THE MITSUBISHI MARINE &amp; FIRE INSURANCE CO.,

THE OSAKA MARINE &amp; FIRE INSURANCE CO.,

**MITSUBISHI SHoji KAISHA**

(MITSUBISHI TRADING CO., LTD.)

HEAD OFFICE—TOKIO

No. 14, PEDDER ST., HONGKONG

**P. & O., British India  
Apcar and  
Eastern & Australian  
Lines**

(COMPANIES Incorporated in ENGLAND)

**MAIL AND PASSENGER SERVICES**

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST &amp; SOUTH AFRICA, AUSTRALIA, INCLUDING NEW ZEALAND &amp; QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

**PENINSULAR & ORIENTAL FORTNIGHTLY  
DIRECT ROYAL MAIL STEAMERS.**  
(Under Contract with H.M. Government.)

S.S.	Tonnage	From Hongkong (about)	Destination
"ALFORD"	5,373	29th May, Noon	Singapore, Penang & Bombay.
"RYANZA"	7,900	30th May	Marseilles, London & Antwerp.
"LAHORE"	5,352	4th June	Spain, Colombo & Bombay.
"SOUDAN"	6,700	8th June	Spain, Penang, Colombo & Bombay.
"JEPPORE"	5,318	12th June	do.
"SARDINIA"	6,580	13th June	Marseilles, London & Antwerp.
"SICILIA"	6,097	27th June	Bombay, Marseilles, London & Antwerp.
"DELTA"	6,813	28th June	Spain, Penang, Colombo & Bombay.
"MALWA"	10,341	11th July	Bombay, Marseilles, London & Antwerp.
"DEVANHA"	6,596	25th July	Marseilles, London & Antwerp.
"BOUDAN"	6,596	28th July	Spain, Penang, Colombo & Bombay.
"KASHMIR"	9,017	8th Aug.	Marseilles, London & Antwerp.
"MACDONALD"	8,341	22nd Aug.	Bombay, Marseilles, London & Antwerp.
"DONGOLA"	10,312	5th Sept.	Marseilles, London & Antwerp.
"MANTUA"	8,068	19th Sept.	Bombay, Marseilles, London & Antwerp.
	10,902	3rd Oct.	

**BRITISH INDIA - APCAR SAILINGS**

"JANUS"	4,324	13th June	Calcutta via Singapore & Penang
---------	-------	-----------	---------------------------------

**EASTERN & AUSTRALIAN SAILINGS (South)**

"EASTERN"	4,000	2nd June	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
-----------	-------	----------	--

Frequent connections from Australia with the following—  
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)  
The P. & O. Branch Service of Steamers to London via the Cape  
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal

**SAILING TO SHANGHAI & JAPAN**

"CHAKRATA"	5,823	20th May, D.L.	Moji & Kobe.
"DELTA"	6,700	20th May, 10 a.m.	Shanghai, Moji, Kobe & Yokohama.
"SOUDAN"	6,097	22nd May	Shanghai only.
"JANUS"	4,324	23rd May	Japan.
"DEVANHA"	6,092	3rd June	Shanghai, Moji, Kobe & Yokohama.

All dates are approximate and subject to alteration without notice.

**WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.**

Passengers for Hongkong must defray their own Hotel expenses at Singapore while waiting the on carrying steamer.  
First Saloon Passengers may travel by B.I.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.  
All Cabins are fitted with Electric Fans free of charge.  
Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.  
For Further Information Passage Fares, Freight Handbooks, etc., apply to—

**MACKINNON, MACKENZIE & CO.**

23, Des Voeux Road Central, HONGKONG. Agents.

**PRINCE LINE FAR EAST SERVICE**

Regular Sailings to Boston and/or New York by fast freight steamers.

**For BOSTON and NEW YORK**

S.S. "EASTERN PRINCE"	...	on or about 18th May.
S.S. "ROMAN PRINCE"	...	on or about 11th June.
S.S. "GAELIC PRINCE"	...	on or about 1st July.

For Freight and full particulars apply to—

**FURNESS (FAR EAST) LIMITED,**Telephone: Central 8185  
Telegrams (Furness) Ltd.  
(Incorporated in Great Britain)  
St. George's Building [21]**O. S. K.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM &amp; ANTWERP—Monthly service via Singapore, Colombo, Suez and Port Said.

"AMUR MARU" (Calling at Marseilles) ... Thursday, 14th June

BIO DE JANEIRO, SANTOS, &amp; BUENOS AIRES—via Saigon, Singapore, Colombo, Durban and Capetown—Passenger Service.

"PANAMA MARU" ... Friday, 1st June

BOMBAY—fortnightly service via Singapore and Colombo.

"SUMATRA MARU" (calling at Penang) ... Monday, 21st May

"AYAT MARU" ... Tuesday, 1st June

HAIPHONG, HANGKOW &amp; SINGAPORE—Regular monthly Passenger Service

"KIBO MARU" ... Friday, 1st June

CALCUTTA—Monthly Service via Singapore and Hongkong

"HONOLULU MARU" ... Friday, 8th June

VICTORIA, SEATTLE, TACOMA &amp; VANCOUVER—via Shanghai and Japan Ports—Taking cargo to OVERLAND PORTS U.S.A. &amp; CANADA—Passenger Service.

"HAWAII MARU" (calling at Dairen) ... Monday, 4th June

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco—Panama and Colon Ports.

"HAMBURG MARU" ... Saturday, 7th July

JAPAN PORTS—Shanghai, Dairen, Kobe &amp; Yokohama.

"ATLAS MARU" ... Monday, 28th May

"ALPS MARU" (Direct Moji) ... Wednesday, 6th June

KEELUNG via SWATOW &amp; AMOY—Three Steamers have excellent accommodation for 1st and 2nd class saloon passengers.

"KAIJO MARU" ... Every Sunday, Noon.

"AMAKURA MARU" ... Every Sunday, Noon.

TAKAO via SWATOW &amp; AMOY.

"KOSHI MARU" ... Thursday, 24th May

For sailing dates and further particulars apply to—

E. GHIMA, Manager

**C. N. C.  
CHINA NAVIGATION CO., LTD.**

## SAILINGS SUBJECT TO ALTERATIONS.

For	Steamer	To Sail
AMOY & SHANGHAI	"PAOTING"	On 19th May, D.L.
NEWCHUANG	"HAIPHONG"	On 19th May, 11 a.m.
SWATOW, AMOY & SHANGHAI	"KIUNGCHOW"	On 19th May, 4 p.m.
SHANGHAI & TSINGTAO	"YINGCHOW"	On 19th May, 4 p.m.
SWATOW & SINGAPORE	"KINGYUAN"	On 20th May, Noon.
AMOY & SHANGHAI	"SZECHUEN"	On 22nd May, D.L.
HOIHOW, PAKHOI & HAIPHONG	"YUNNAN"	On 22nd May, 11 a.m.
SWATOW & BANGKOK	"KWANGCHOW"	On 22nd May, Noon.
MANILA	"TAMING"	On 22nd May, 1 p.m.
SWATOW & SHANGHAI	"SUNNING"	On 24th May, Noon.
SHANGHAI & TSINGTAO	"SHANTUNG"	On 26th May, 4 p.m.

Excellent Saloon accommodation available, with Electric Fans fitted. Regular Schedule service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong, Sundays (extending to Peking), Tuesdays and Saturdays (extending to Tsingtao), and Thursdays (via Amoy). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

**HONGKONG LINE.**—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to—  
BUTTERFIELD & SWIRE  
(JOHN SWIRE & SON, LTD.)  
Telephone Central 32.  
Agents.

CARGO & PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE John Swire & Son, Ltd. [4]

**AUSTRALIAN ORIENTAL LINE**

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Manila, Fuzhou, & Aus. Ports.
"CHANGSHA"	31st May	31st May, 4 p.m.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation. Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to—  
BUTTERFIELD & SWIRE  
(JOHN SWIRE & SON, LTD.) Agents.  
Telephone Central No. 32.

**STRUTHERS & BARRY**

OPERATING U.S. GOVERNMENT SHIPS.

**EXPRESS FREIGHT SERVICE**

TO LOS ANGELES AND SAN FRANCISCO FROM HONGKONG BY DIRECT ROUTE.

S.S. "Doylestown"	...	Due Hongkong 26th May.
U.S.S.B. "Muras"	...	Leave Hongkong 28th May.
	...	Due Hongkong 24th June.
	...	Leave Hongkong 25th June.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

**TO MANILA SAIGON AND SINGAPORE.**

U.S.S.B. "Muras"	...	Due Hongkong 17th May.
U.S.S.B. "West Ivan"	...	Leave Hongkong 18th May.
	...	Due Hongkong 10th June.
	...	Leave Hongkong 11th June.

\*Omnia Saigo  
THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

For Full Information Apply to  
STRUTHERS AND BARRY.

L. EVERETT, General Agent for  
JAPAN-CHINA-PHILIPPINE, INDU-CHINA-STRAITS & JAVA.  
1st Floor, Queen's Building  
Phone Central No. 3008.  
G. P. BRADFORD, Res. Agent.

**DODWELL & CO., LIMITED**

REGULAR SAILINGS TO NEW YORK &amp; BOSTON

For NEW YORK &amp; BOSTON via SUEZ

S.S. "KENDAL CASTLE"	...	sailing on or about 2nd June.
S.S. "WHAY CASTLE"	...	sailing on or about 8th July.

**LLOYD TRIESTINO.**

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA &amp; DANUBE PORTS.

\*YUIME having been re-opened for trade, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS.

**FOR BRINDISI, VENICE & TRIESTE**

S.S. "NIPPON"	...	sailing on or about 5th June.
S.S. "YUIME-L"	...	sailing on or about 26th June.

**FOR SHANGHAI, YOKOHAMA & KOBE.**

S.S. "YUIME-L"	...	sailing on or about 31st May.
----------------	-----	-------------------------------

Passenger Luggage can be insured at the Office of the Agents.

**NATAL LINE OF STEAMERS.**

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS.

S.S. "UMSINGA"	...	sailing on or about 31st May.
----------------	-----	-------------------------------

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—  
DODWELL & CO., LIMITED.  
Agents.



